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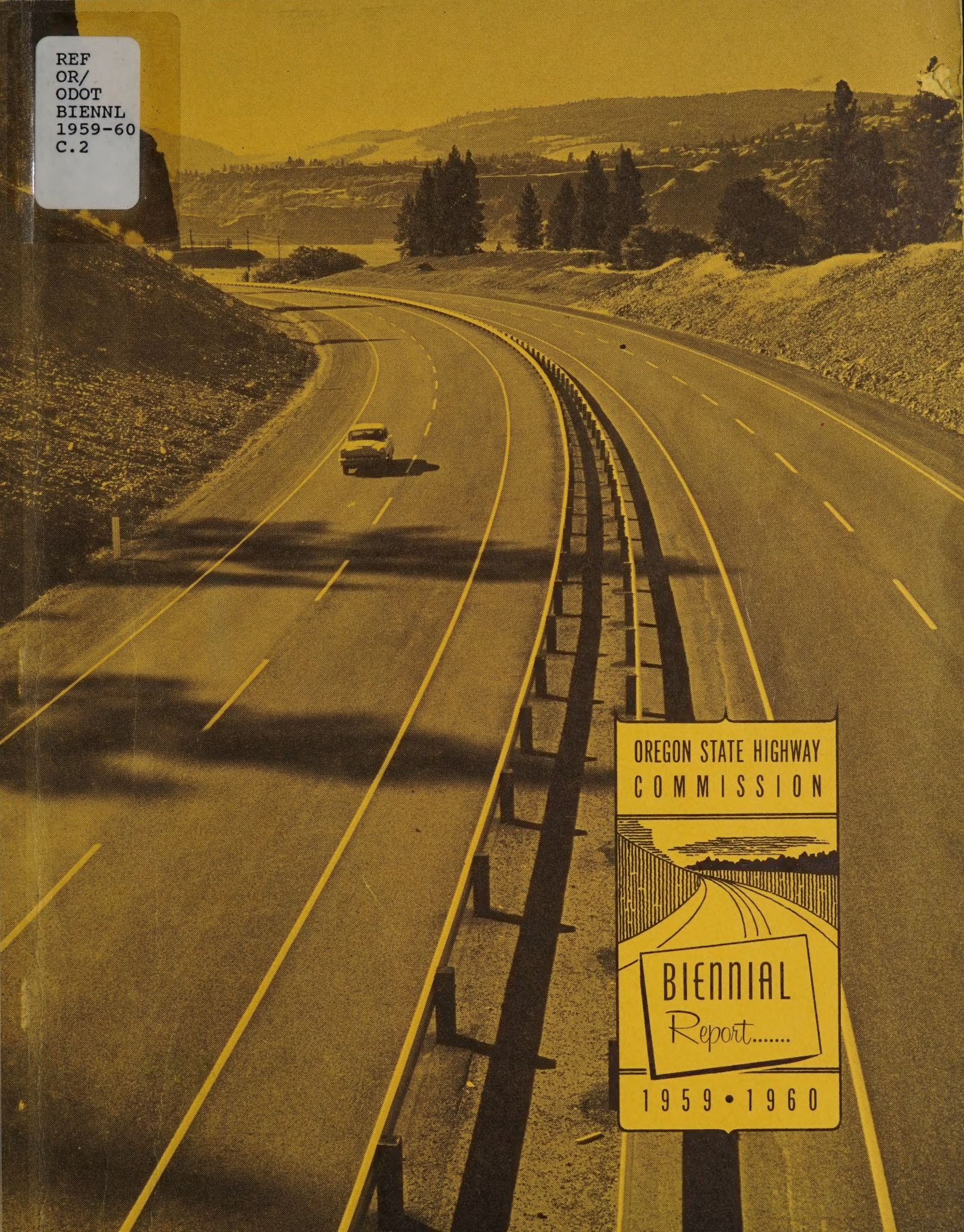

OREGON STATE HIGHWAY COMMISSION

BIENNIAL Report.....

1959 • 1960

TWENTY-FOURTH BIENNIAL REPORT

OF THE

Oregon State Highway Commission

For the Period July 1, 1958, to June 30, 1960

OREGON STATE HIGHWAY COMMISSION

M. K. McIVER, Chairman

KENNETH N. FRIDLEY, Commissioner

GLENN L. JACKSON, Commissioner

W. C. WILLIAMS, State Highway Engineer

LEONARD I. LINDAS, Chief Counsel

FLOYD QUERY, Secretary

OREGON STATE HIGHWAY COMMISSION

Former Members and Terms

E. J. Adams, Eugene, February 28, 1917, to March 31, 1918.
W. L. Thompson, Pendleton, February 28, 1917, to Oct. 15, 1919.
S. Benson, Portland, February 28, 1917, to November 15, 1920.
R. A. Booth, Eugene, April 1, 1918, to May 28, 1923.
J. N. Burgess, Pendleton, October 16, 1919, to November 21, 1919.
E. E. Kiddle, Island City, November 26, 1919, to Dec. 28, 1920.
J. B. Yeon, Portland, November 22, 1920, to March 31, 1923.
W. B. Barratt, Heppner, January 8, 1921, to March 27, 1923.
Wm. Duby, Baker, March 27, 1923, to July 31, 1927.
H. B. Van Duzer, Portland, April 1, 1923, to October 7, 1931.
W. H. Malone, Corvallis, May 28, 1923, to March 31, 1927.
C. E. Gates, Medford, April 1, 1927, to March 11, 1931.
Robert W. Sawyer, Bend, August 1, 1927, to May 28, 1930.
M. A. Lynch, Redmond, May 29, 1930, to August 1, 1931.
Chas. K. Spaulding, Salem, March 11, 1931, to February 16, 1932.
Wm. Hanley, Burns, August 1, 1931, to February 16, 1932.
J. C. Ainsworth, Portland, October 8, 1931, to February 16, 1932.
Leslie M. Scott, Portland, February 17, 1932, to March 31, 1935.
Carl G. Washburne, Eugene, February 17, 1932, to Oct. 9, 1935.
E. B. Aldrich, Pendleton, February 17, 1932, to March 31, 1940.
F. L. Tou Velle, Jacksonville, October 9, 1935, to March 31, 1939.
Henry F. Cabell, Portland, April 1, 1935, to February 28, 1943.
Huron W. Clough, Canyonville, April 1, 1939, to April 7, 1943.
Herman Oliver, John Day, April 1, 1940, to March 31, 1943.
Merle R. Chessman, Astoria, April 8, 1943, to October 1, 1946.
T. H. Banfield, Portland, February 28, 1943, to March 31, 1950.
Arthur W. Schaupp, Klamath Falls, Apr. 1, 1943, to Mar. 31. 1949.
Ben R. Chandler, Coos Bay, October 1, 1946, to March 31, 1957.
Chas. H. Reynolds, La Grande, April 1, 1949, to March 31, 1958.
Robert B. Chessman, Astoria, April 1, 1957, to April 26, 1959.

Present Members

M. K. McIver, Portland, appointed April 1, 1950.
Kenneth N. Fridley, Wasco, appointed April 3, 1958.
Glenn L. Jackson, Medford, appointed April 27, 1959.

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STATE OF OREGON

Salem, Oregon
January 1, 1961

HONORABLE MARK O. HATFIELD,
Governor of the State of Oregon.

Dear Sir:

In compliance with the provisions of ORS 366.485, we submit herewith the report of the Oregon State Highway Commission for the period from July 1, 1958, to June 30, 1960.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION,

M. K. McIVER, Chairman,
KENNETH N. FRIDLEY, Commissioner,
GLENN L. JACKSON, Commissioner

FOREWORD

Oregon law provides that the Highway Commission make a biennial report to the Governor which, in addition to other pertinent information, explains the work accomplished and accounts for the revenues received and the disbursements made therefrom during the period.

In preparing the report, it has been the aim of the Highway Department to assemble the data in a style that will permit anyone to quickly obtain a perspective of the condition of Oregon's Highway System. To accomplish this, a simple approach supplemented by such graphical and pictorial data as appears appropriate has been used. By use of such an approach the Highway Department hopes, that in addition to fulfilling the statutory requirement, to provide an instrument that will permit any person to obtain a better understanding of Oregon's general highway problems.

For those who need more detailed and comprehensive information, a statistical and financial section has been provided. The data in this portion of the report covers not only the July 1, 1958 to June 30, 1960 biennium, but in some cases includes factual data dating back to 1917, when Oregon commenced its road building program.

ORGANIZATION

The State Highway Department consists of the State Highway Commission, the State Highway Engineer, the Deputy State Highway Engineer, two Assistant State Highway Engineers, the Legal Counsel, the Secretary, the Auditor, and all their employees and assistants. The State Highway Commission is composed of three members who are appointed by the Governor for terms of three years. Oregon law provides that not more than one member shall be from any Congressional District. Before the expiration of the term of a Commissioner, the Governor appoints a successor to assume his duties on April 1 next following. In case of a vacancy for any cause, the Governor makes an appointment which becomes immediately effective for the unexpired term. The Commission serves without pay except for necessary expenses incurred in the performance of their duties.

ENGINEERING

The chief administrative officer is the State Highway Engineer, who is appointed by the Commission. He serves at the pleasure of the Commission except that he may not hold office for more than four years without reappointment. The Commission, with the concurrence of the State Highway Engineer, appoints a Deputy and two Assistant State Highway Engineers. Subject to the provisions of the State Civil Service law, the Commission has authorized the Highway Engineer to employ such staff engineers, engineers and technical assistants and such other personnel as are necessary to conduct the business and activities of the State Highway Department.

Under the executive staff mentioned, the organization is subdivided into divisions and sections as are indicated on the organization chart. Field duties relative to the supervision, direction, maintenance and construction of State highways is delegated to five Division Engineers and one Metropolitan Engineer. Each of these engineers directs the survey work, construction work and maintenance work within their respective areas. They also act as local representatives of the Highway Department in dealing with county and city officials, with contractors, and with the public in general

The Metropolitan Engineer directs all construction work within the Portland metropolitan area, and the five Division Engineers are headquartered at Portland, Salem, Roseburg, Bend and La Grande.

Engineering services on construction projects are provided by resident construction engineers working under the supervision of the Division Engineers or the Metropolitan Engineer. Each resident engineer is placed in direct charge of one or more contract jobs and performs such duties as inspection of workmanship and materials, measurement of quantities, job layout and such other responsibilities as are required to assure compliance with plans and specifications and to otherwise look after such State interests as may be necessary.

When highway location surveys are to be made the Construction Engineer assigns a Locating Engineer to perform the work under the direct supervision of the Division Engineer.

Maintenance activities within the division are directed by District Maintenance Superintendents working under the supervision of the Division Engineer, each superintendent is responsible for the work in a specific geographical district. Working directly under the District Maintenance Superintendents are 133 section crews who perform routine maintenance duties. In addition, a varying number of extra gang crews are employed to perform special tasks such as removing slides, patching pavements and repairing bridges.

To handle the servicing, repairing and distribution of the equipment used by the Highway Department and to take care of the storage and distribution of various materials, supplies and parts required, the Highway Department under the direction of its Maintenance Engineer operates equipment shops and storerooms at Salem, Coquille, Bend, Klamath Falls and La Grande with the Salem shop being operated as the headquarters.

THE SECRETARY

The Commission appoints a Secretary and an Assistant Secretary to serve at their pleasure. Their maximum time of service is four years unless reappointed. The Secretary and his assistant keep a complete record of all meetings, transactions and other Commission business; keep custody of and control of all records, contracts, documents, minutes and other papers of the Commission; perform such other duties that normally come within the scope of such office.

THE LEGAL COUNSEL

The Commission, with the approval of the Attorney General, appoints a Chief Legal Counsel and an Assistant Legal Counsel. They serve at the pleasure of the Commission for terms not exceeding four years unless reappointed. The Legal Counsel, the assistant and their staff serve as legal advisors to the Commission, appear for and represent the Commission in all matters requiring the services of an attorney. The Legal Counsel is also responsible for the acquisition of all real property required by the Highway Department.

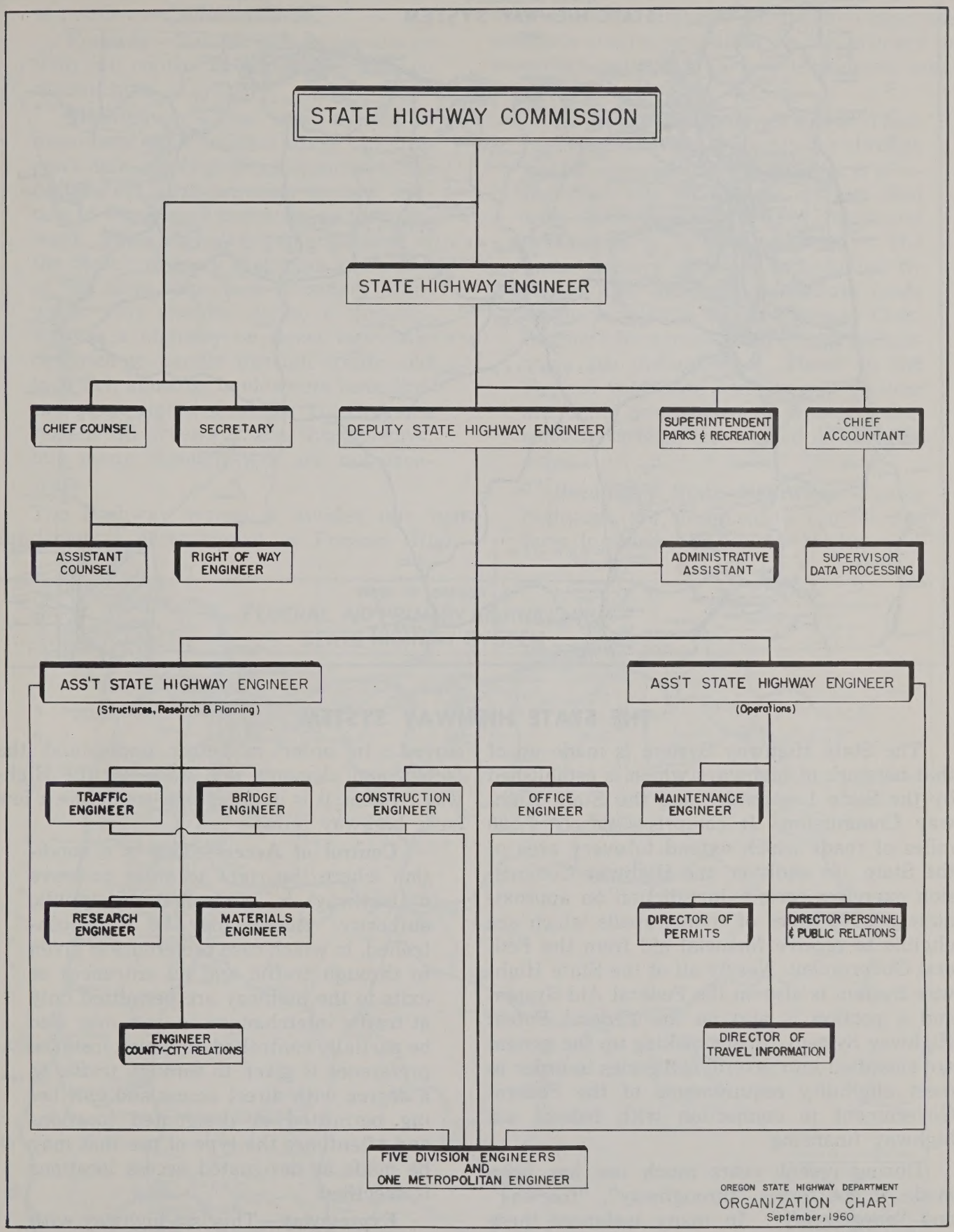
THE AUDITOR

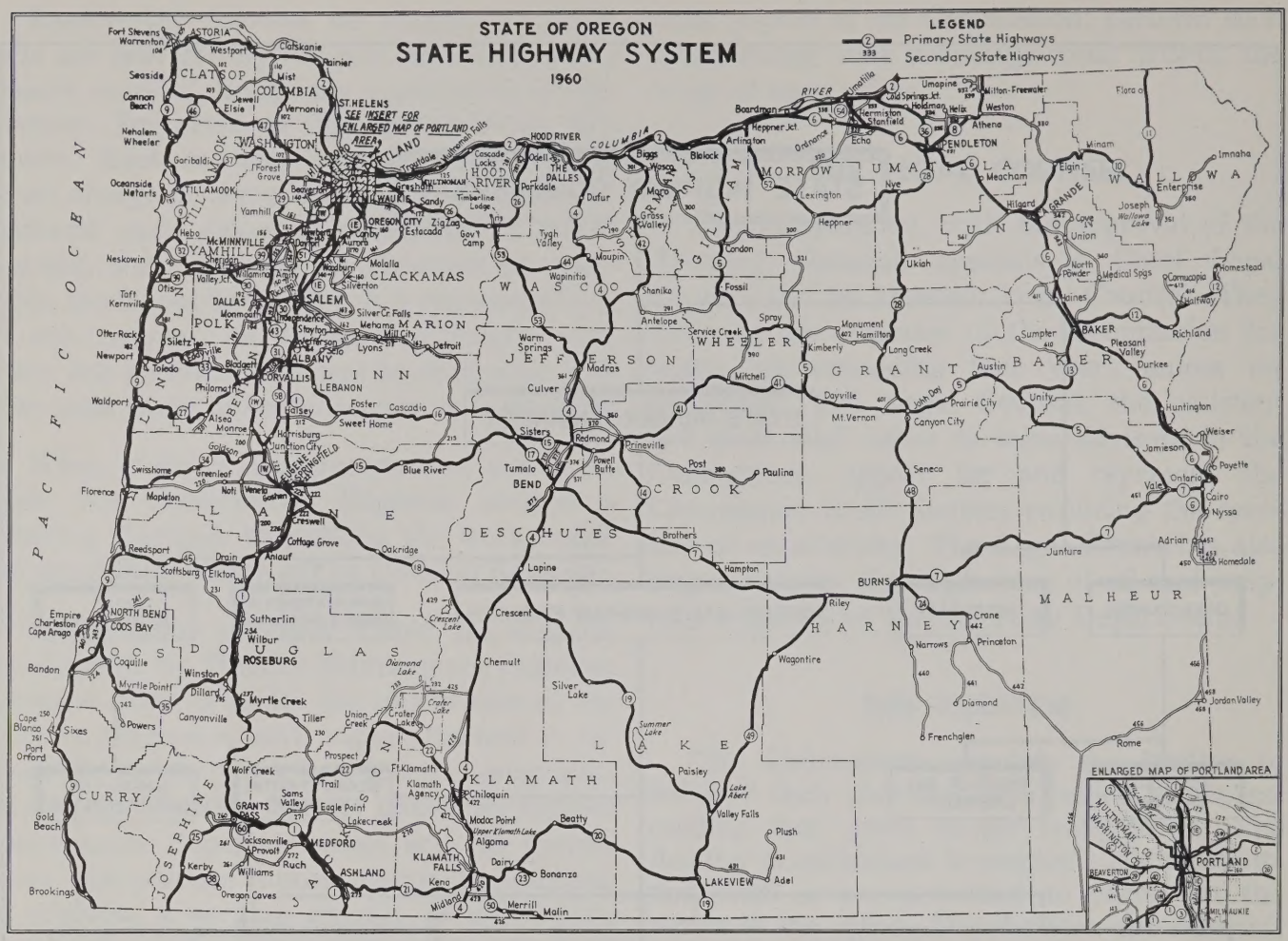
The Commission appoints an Auditor to serve at their pleasure for a period of not exceeding four years unless reappointed. The Auditor is authorized to employ such assistants and staff as are necessary to carry out the duties of the office. The Auditor and his staff audit, approve and record all claims for expenditure from the Highway Fund, analyze, segregate and record all revenues and keep a complete and detailed record of all transactions so that reports in any desired detail may be prepared on any phase of Highway Department costs.

STATE PARKS AND RECREATION

Oregon law requires the Highway Commission to establish under its jurisdiction and control a division of State Parks and Recreation and to appoint a superintendent of such division to be known as the State Parks Superintendent. The superintendent serves at the pleasure of the Commission and employs such assistants and staff, subject to the State Civil Service Law, as are needed to properly administer and operate Oregon's State Park System.

The Commission also appoints, on recommendation of the State Parks Superintendent, a Director of Recreation who serves at their pleasure.


STATE HIGHWAY COMMISSION
STATE HIGHWAY ENGINEER
CHIEF COUNSEL
SECRETARY
DEPUTY STATE HIGHWAY ENGINEER
SUPERINTENDENT PARKS & RECREATION
CHIEF ACCOUNTANT
ASSISTANT COUNSEL
RIGHT OF WAY ENGINEER
ADMINISTRATIVE ASSISTANT
SUPERVISOR DATA PROCESSING
ASS'T STATE HIGHWAY ENGINEER
(Structures, Research & Planning)
ASS'T STATE HIGHWAY ENGINEER
(Operations)
TRAFFIC ENGINEER
BRIDGE ENGINEER
CONSTRUCTION ENGINEER
OFFICE ENGINEER
MAINTENANCE ENGINEER
RESEARCH ENGINEER
MATERIALS ENGINEER
DIRECTOR OF PERMITS
DIRECTOR PERSONNEL & PUBLIC RELATIONS
ENGINEER COUNTY-CITY RELATIONS
DIRECTOR OF TRAVEL INFORMATION
FIVE DIVISION ENGINEERS AND ONE METROPOLITAN ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
ORGANIZATION CHART
September, 1960



THE STATE HIGHWAY SYSTEM

The State Highway System is made up of that network of highways which is established by the State Legislature and the State Highway Commission. It comprises nearly 7,500 miles of roads which extend to every area of the State. In addition, the Highway Commission exercises certain jurisdiction on approximately 4,000 miles of county roads which are eligible to receive financial aid from the Federal Government. Nearly all of the State Highway System is also on the Federal Aid System and a portion is also on the Federal Forest Highway System. Roads making up the system are classified into several categories in order to meet eligibility requirements of the Federal Government in connection with federal aid highway financing.

During recent years much use has been made of the terms "throughway", "freeway" and "expressway". In many instances these terms have been used incorrectly and as a result confusion and misunderstanding has occurred. In order to better understand the factors and elements that make up the Highway System, it is in order that we define a few basic highway terms.

Control of Access—This is a condition where the right to enter or leave a highway is controlled by public authority. Access may be fully controlled, in which case preference is given to through traffic and all entrances or exits to the highway are permitted only at traffic interchanges. Access may also be partially controlled, in which instance preference is given to through traffic to a degree with direct access and exit being permitted at designated locations and oftentimes the type of use that may be made at designated access locations is specified.

Expressway—This is a highway with divided traffic lanes, with either full or partial control of access and generally,

but not always, with grade separations at public road intersections.

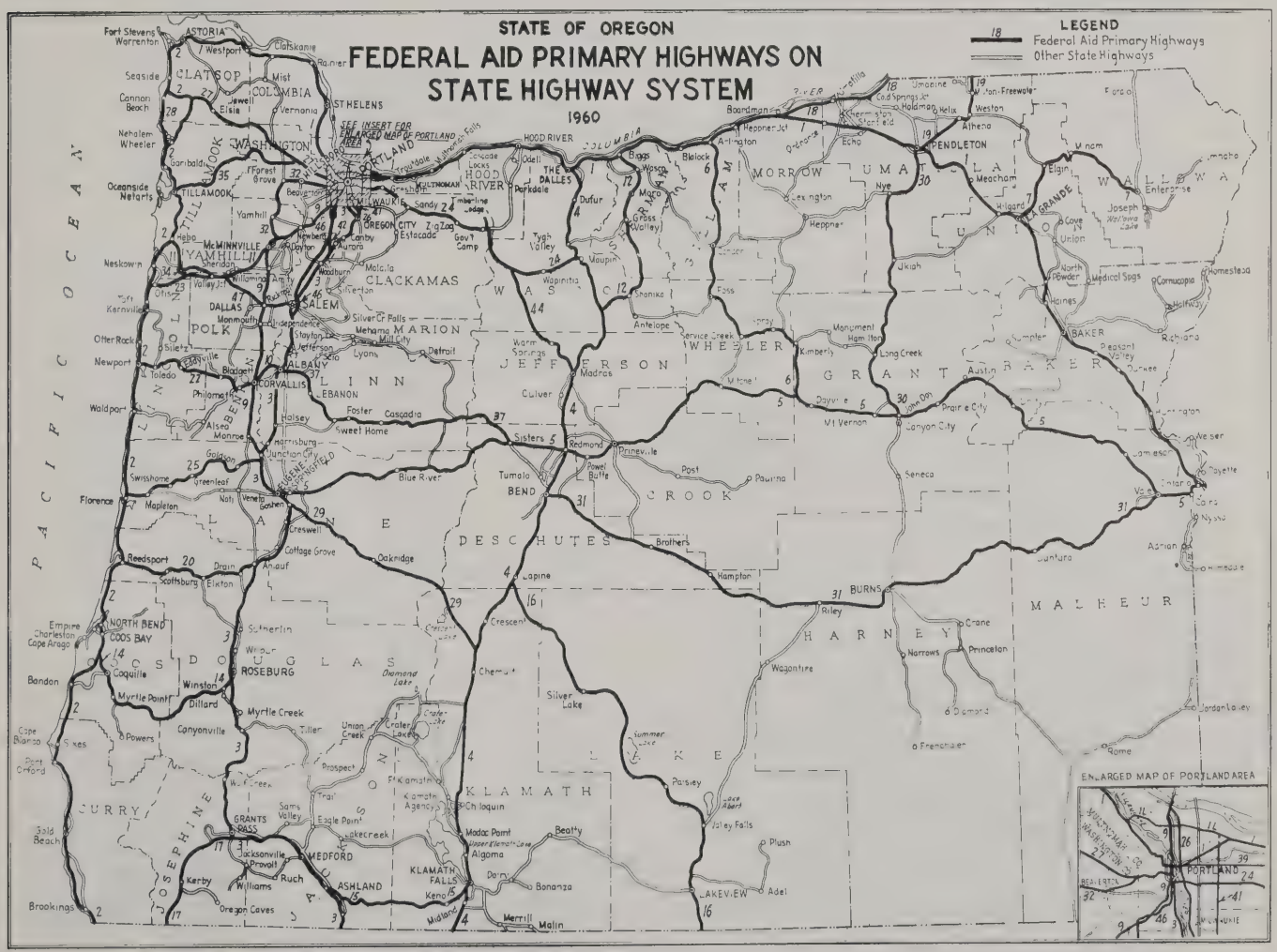
Freeway—This is an expressway with full control of access and with no intersections at grade.

Throughway—This term is one of more local than national usage. In Oregon's case, the Highway Commission has designated, as is provided by law, certain of the State's highways as throughways. These highways comprise most of the State's primary highways and a few of the more important secondary highways. Our statutes define a throughway as a highway or street especially designed to handle through traffic and to which abutting landowners have limited or no rights of access. On Oregon's system all freeways are throughways, but many throughways are not freeways.

The Highway system is divided into two fundamental parts known as Primary Highways and Secondary Highways. All highways over which the Highway Commission exercises complete control are either on the primary or secondary network. Each is considered separately as follows:

Primary State Highways—These highways provide primarily for through traffic movements or traffic that is moving from city to city as distinguished from that type of traffic whose origin and destination is in close proximity. The basic primary network is provided by statute and additions thereto are made by the legislature or the Highway Commission. Nearly all State Primary Highways are throughways. Those on the Federal Interstate and Defense System are being constructed as freeways and some have been constructed as expressways.

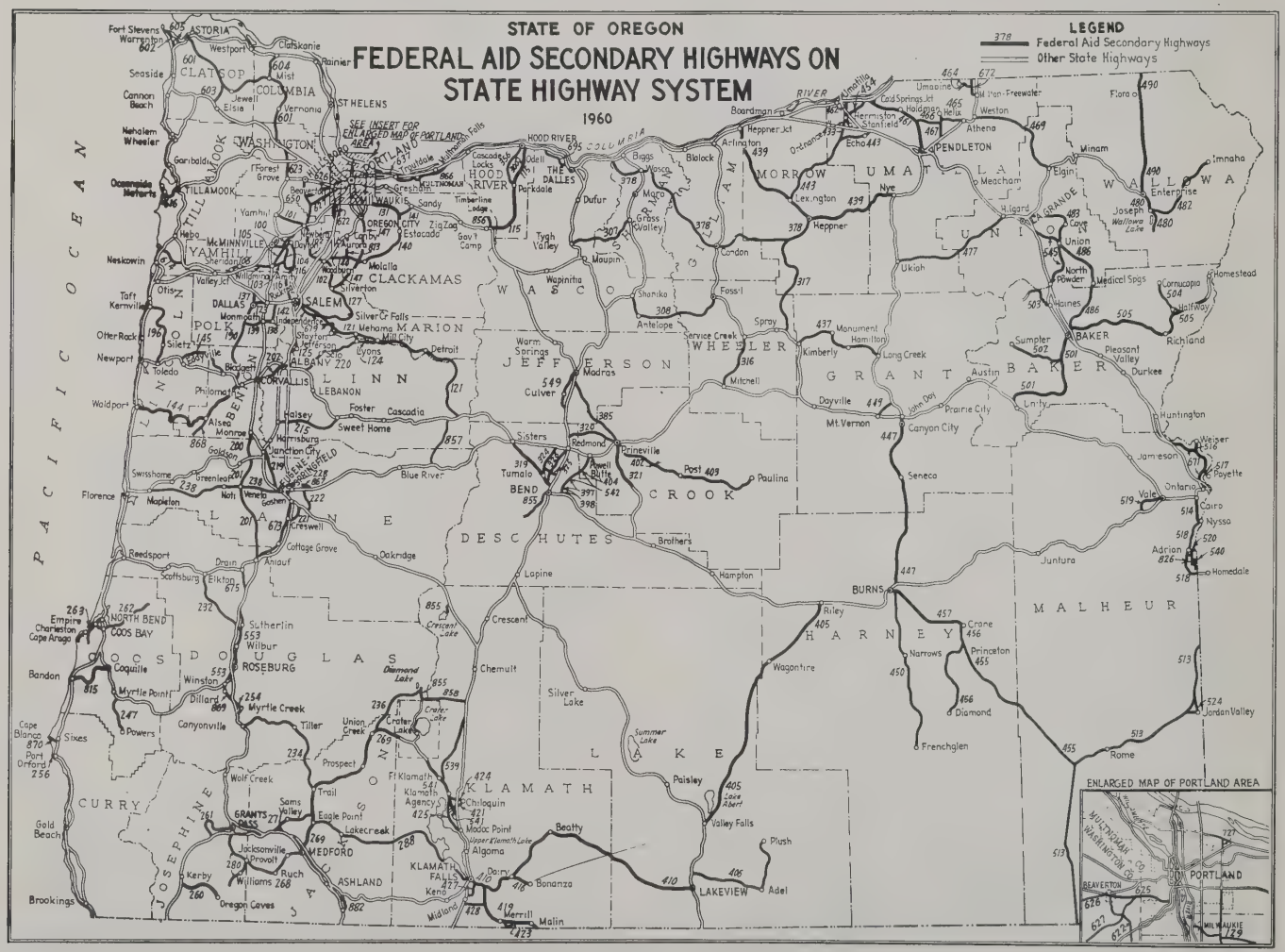
Secondary State Highways—These highways are designed to provide for farm to market traffic, for feeder serv-

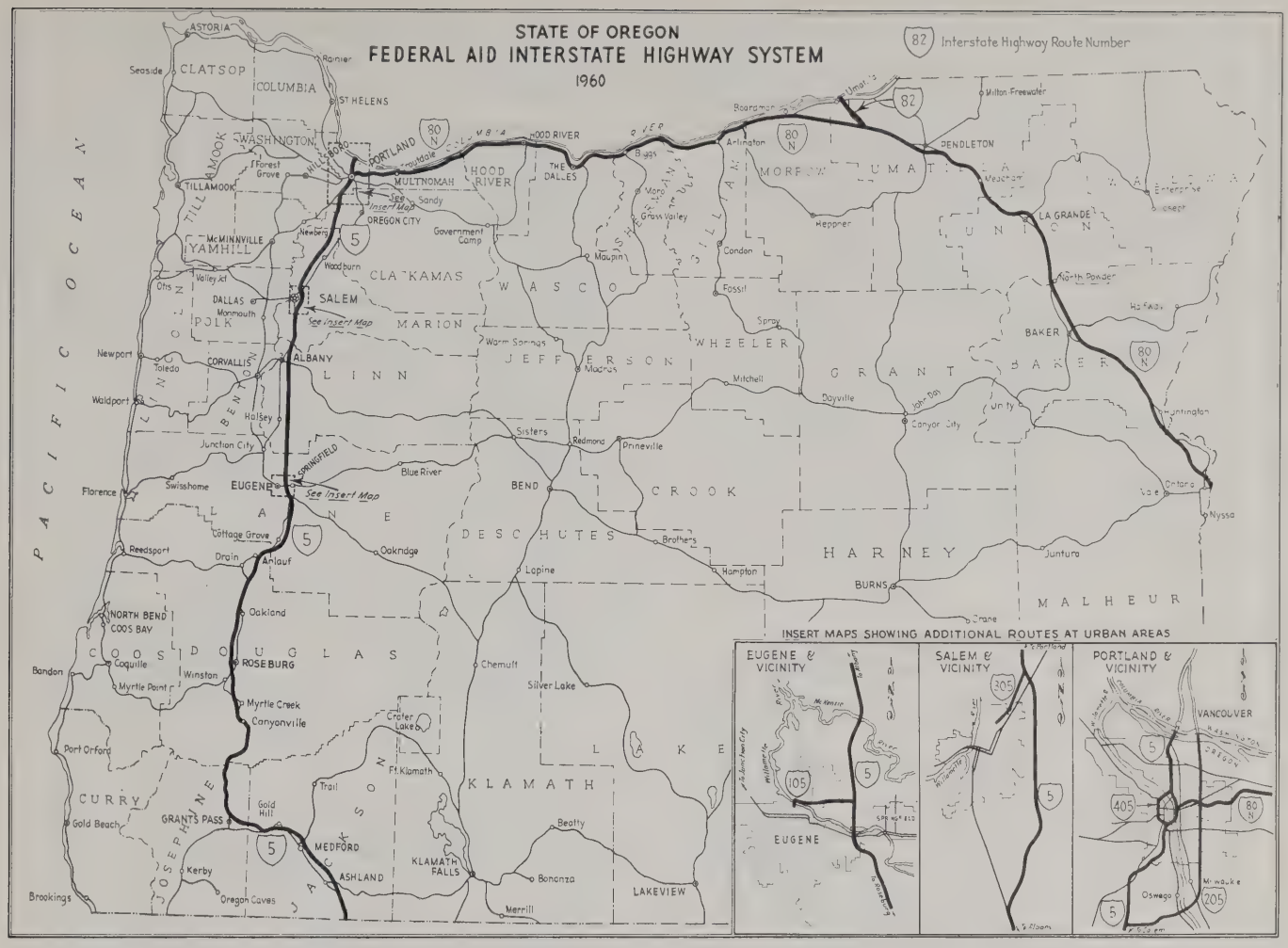


ice to primary routes and for the type of traffic having more of a local characteristic than that using the primary routes. Additions, deletions or changes in the Secondary System are by joint actions of the Highway Commission and the respective county court. The counties, however, do not bear any financial responsibility for either construction or maintenance on State Secondary Highways. The majority of secondary highways are not throughways nor are they constructed as freeways or expressways. In many cases however, they are constructed on right of way with partial access control.

Federal Aid Highways: The federal aid highways are those selected by mutual agreement between the U. S. Bureau of Public Roads and the State Highway Commission to be placed on the Federal Aid System. Such highways are eligible to receive funds for construction which have been authorized by the various federal aid highway acts. These acts of Congress make certain sums available for Interstate and Defense Highways, for Primary Highways, for Secondary Highways and for the extensions of the Primary and Secondary Highways into approved urban areas. Nearly all highways on the State Highway System are also on the Federal Aid System. With few exceptions, Primary State Highways are also Primary Federal Aid Highways and Secondary State Highways are also Secondary Federal Aid Highways.

Interstate Highways—The national system of Interstate and Defense Highways is composed of 41,000 miles of the more important trunk highways in the





nation. In Oregon there are 731 miles on this system which are largely portions of the State's primary network. The table shows in detail the routes that make up the system.

Interstate Route No.	*Route Name*	*Miles*
5	Pacific Highway US 99	310
80N	Upper Columbia River and Old Oregon Trail Highways	376
82	Umatilla-Stanfield	14
105	Eugene Spur	3
205	Laurelhurst Loop (Portland)	22
305	Salem Spur	3
405	Stadium Loop (Portland)	3
		731

Interstate Highways are constructed as freeways and the contruction costs are shared nominally on the basis of 90% by the Federal Government and 10% by the State. Because of the large areas of public domain in Oregon, an advantage in matching ratio is enjoyed by the State, which at present is 92.3% Federal and 7.7% State. It has been estimated that the nationwide cost of this system will be nearly 40 billion dollars and that the cost of the portion in Oregon will be 636 million. Based on present rates of revenue, the system will be completed in approximately 1975.

Federal Aid Primary Highways—This group of highways comprises those main routes in the State other than the Interstate Highways. It is intended that the system make up a network connecting county seats and other population centers. Highways on this system are usually not constructed as freeways but they are in most cases throughways and are on right of way that is generally at

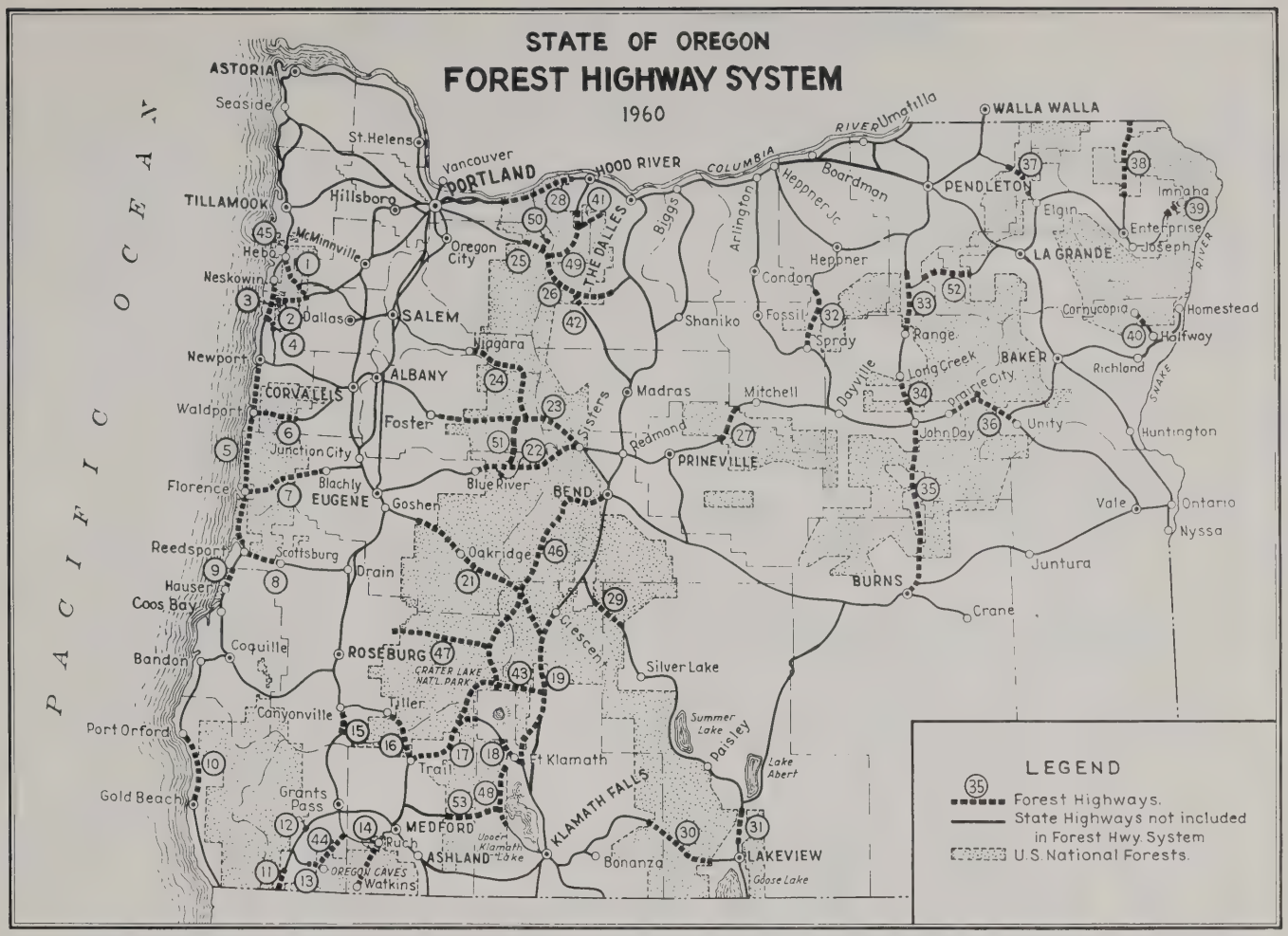
least partially access controlled. Normally the cost of construction of highways in this class is shared 50% by the Federal Government and 50% by the State. Because of the public domain area in Oregon, the ratio in this State at present is 63.9% Federal and 36.1% State. Mileage of Federal Aid Primary Highways is limited to 8% of the total mileage of public roads in existence in 1921. This places the limit in Oregon at 3,346 miles, which is exclusive of mileage within National Forests, Federal Reservations and approved urban areas. In the system as now approved there are 3,709 miles of which 579 miles are in National Forests or Federal Reservations.

Federal Aid Secondary Highways—This class of highways is intended to be the principal farm to market roads, mail delivery routes, public school bus routes, and highways and roads carrying traffic having high local use characteristics. There is no limitation on the mileage that may be included in this system except that it should not be greater than that which can be improved within a reasonable time. Designation of highways for this classification is made by the Highway Commission and local county officials with the approval of the Federal Bureau of Public Roads. The Secondary Federal Aid System is unique in that part of it is composed of State Highways (the majority being State secondary Highways) and part is composed of county roads. Federal regulations require that 50% of Federal secondary money be expended on roads of local jurisdiction (county roads). The matching ratio on Federal secondary funds is the same as for Federal primary funds. By agreement with the Oregon counties, no county funds are expended on those Federal Aid Secondary Highways that are on the State Highway System. As to those Federal Aid Secondary Highways that are on the county road system, Federal money provides for approximately 60%, county money for 20%, and State highway money for 20% of the construction costs. The Highway Department makes such surveys, designs and other preliminary engineering functions as are necessary at State Highway expense and the counties provide such right of way as may be necessary at county expense.

At present the Federal Aid Secondary System consists of 3,505 miles of State highway and 4,108 miles of county roads. With one or two exceptions, these highways are not throughways, freeways or expressways. Those highways on the State Secondary System are often constructed on partially controlled access right of way.

Extensions of Federal Aid Primary and Secondary Highways in Urban Areas—A portion of the Federal Aid apportionment to the various states is designated to be expended on those sections of Federal Aid Primary and Secondary Highways that extend into official urban areas. An urban area is any incorporated city or town of 5,000 population or more, and may also be any area adjacent to such city or town that has urban characteristics. An adjacent area to be eligible to receive Federal Aid Urban Funds must first be approved by the Bureau of Public Roads. Urban funds cannot be expended outside of approved urban areas, Secondary Funds may not be expended inside urban areas while Primary Funds may be expended on Primary Highways without regard to urban limits.

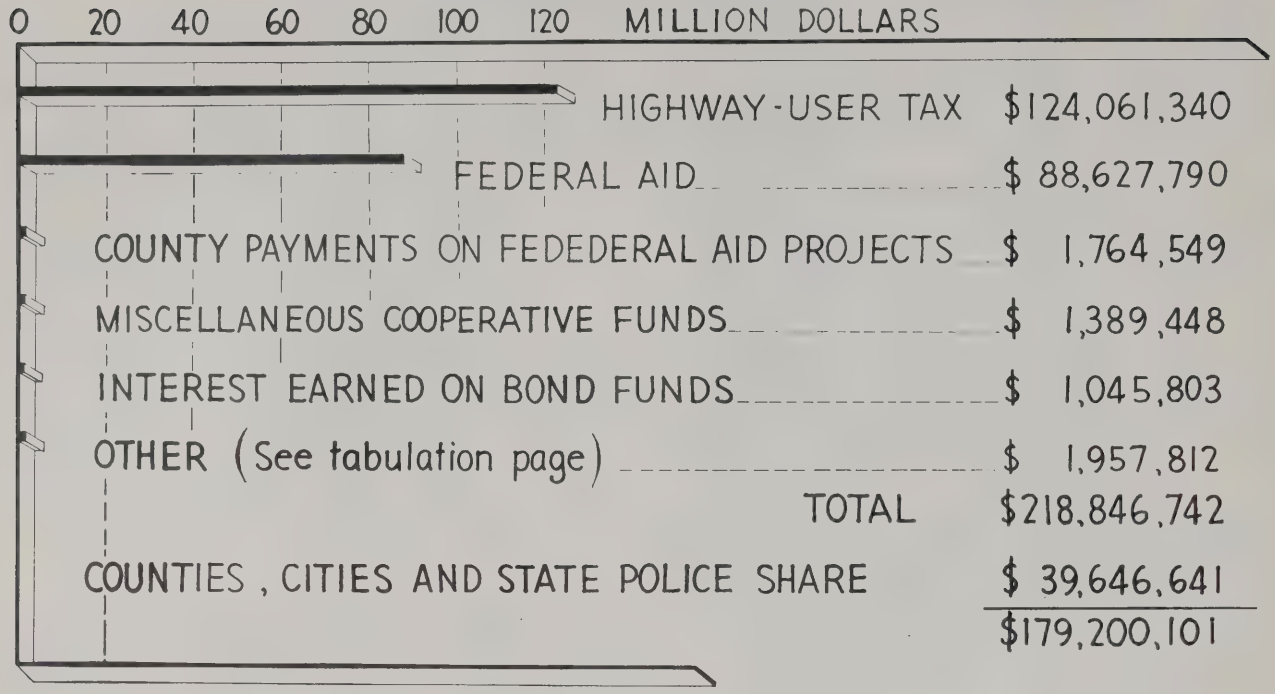
Federal Lands Highways—Federal Lands Highways are highways or portions of highways which because of their being on public domain, Indian reservations, or other Federal reservations, are eligible to have Public Lands Highway Funds expended on them. There is no definite system of Public Lands Highways nor is any annual allocation made to Oregon of these funds. Congress usually provides about $3,000,000 per year for this purpose and it is apportioned on a basis of need. Oregon has received amounts varying from $100,000 to $200,000 per year during the past few



years. So far Public Lands Highway Funds have all been expended on either Primary or Secondary Highways. While some of the roads are throughways, none are freeways or expressways.

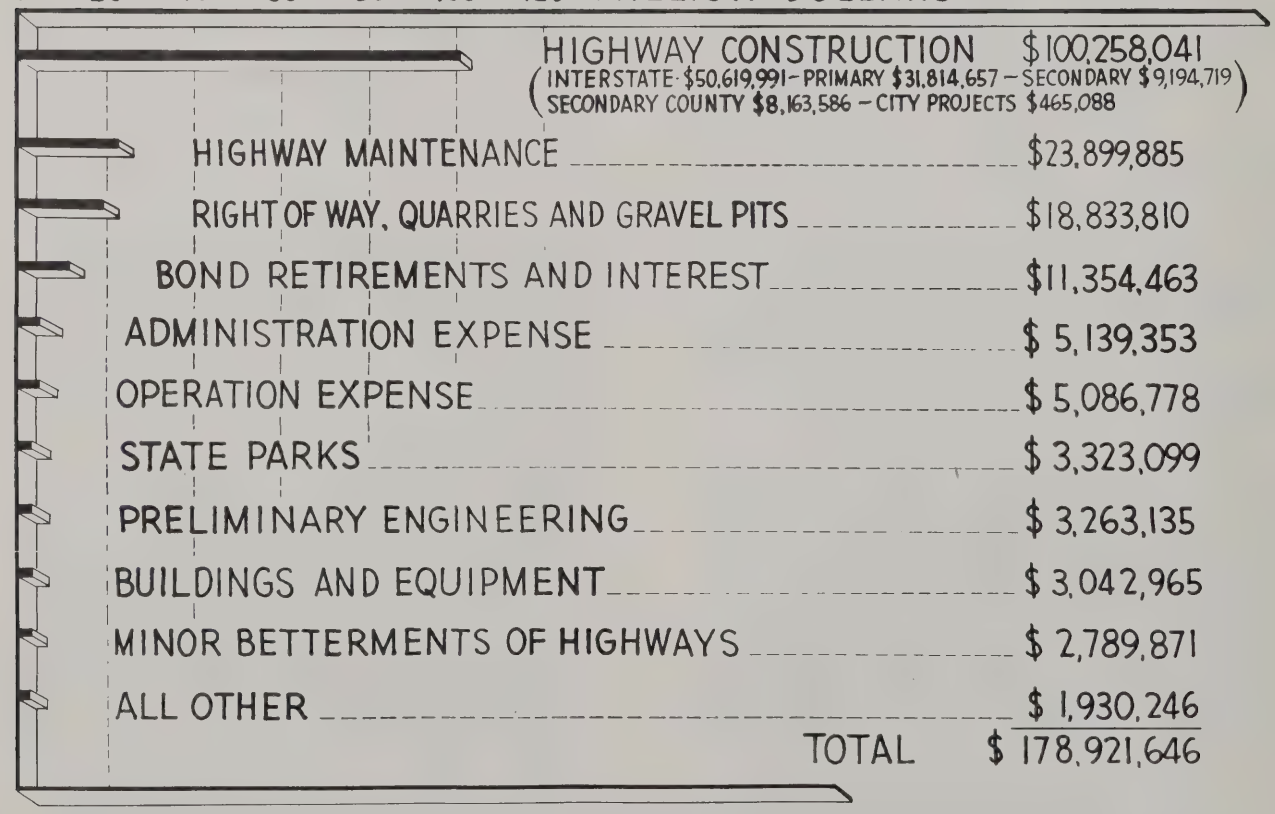
Federal Forest Highways—This system of roadways is composed of such main highways within or near National Forests as have been designated by the Federal Forest Service, the Bureau of Public Roads and the State Highway Commission for improvement with Federal Forest Highway Funds. Construction work financed with these funds is contracted and supervised by the Federal Bureau of Public Roads with the State having a voice in the selection of projects, matters of location and standards of construction. For the past few years, Oregon has received approximately $4,500,000 per year of these funds. As portions of the Forest Highway System may be coincident with Interstate, Primary or Secondary Highways there are constructed to the standard of the particular system of which they are a part.

INCOME JULY 1, 1958 TO JULY 1, 1960



HIGHWAY-USER TAX	$124,061,340
FEDERAL AID	$ 88,627,790
COUNTY PAYMENTS ON FEDEDERAL AID PROJECTS	$ 1,764,549
MISCELLANEOUS COOPERATIVE FUNDS	$ 1,389,448
INTEREST EARNED ON BOND FUNDS	$ 1,045,803
OTHER (See tabulation page)	$ 1,957,812
TOTAL	$218,846,742
COUNTIES, CITIES AND STATE POLICE SHARE	$ 39,646,641
	$179,200,101

EXPENDITURES JULY 1, 1958 TO JULY 1, 1960



HIGHWAY CONSTRUCTION	$100,258,041
(INTERSTATE $50,619,991 – PRIMARY $31,814,657 – SECONDARY $9,194,719 SECONDARY COUNTY $8,163,586 – CITY PROJECTS $465,088)	
HIGHWAY MAINTENANCE	$23,899,885
RIGHT OF WAY, QUARRIES AND GRAVEL PITS	$18,833,810
BOND RETIREMENTS AND INTEREST	$11,354,463
ADMINISTRATION EXPENSE	$ 5,139,353
OPERATION EXPENSE	$ 5,086,778
STATE PARKS	$ 3,323,099
PRELIMINARY ENGINEERING	$ 3,263,135
BUILDINGS AND EQUIPMENT	$ 3,042,965
MINOR BETTERMENTS OF HIGHWAYS	$ 2,789,871
ALL OTHER	$ 1,930,246
TOTAL	$ 178,921,646

HIGHWAY INCOME AND DISBURSEMENTS

Funds that are available to the Highway Commission for construction, maintenance and operation of the highway system, and for the development and operation of the State Parks System, come from the State Highway Fund. This fund, which is held in the State Treasury, is deemed and held as a trust fund, and may be used only for the purposes authorized. The Highway Commission is required, by law, to submit a biennial budget estimate, and must limit expenditures from the highway fund to the budget amount approved by the legislature.

INCOME

Basically, income to the highway fund is derived from two sources: one by State taxation on gasoline, diesel fuel, the licensing of motor vehicles and operators, the assessment of motor carrier fees on commercial vehicles, and revenue from the sale of authorized highway bonds; the other is from federal sources that make funds available to the various states by means of the federal and highway acts that have been enacted by each congress since 1916. Federal monies are obtained by taxation of gasoline and diesel fuels, tax on tires, tubes and tread rubber, tax on trucks, buses and trailers, and a commercial vehicle use tax. The use of federal funds is limited to construction or reconstruction. They are used in conjunction with State funds on a matching basis, and their use is supervised and controlled by the Federal Bureau of Public Roads. All states are dependent on these federal funds to finance new work; and highway construction activity in the United States would be small, indeed, without this source of revenue. Federal funds are made available on a reimbursement basis, that is, the State pays for the construction cost in the first instance and is later reimbursed for those items of cost that the government deems are eligible.

Prior to 1956, Congress provided federal monies by appropriations from the general fund; but starting in July 1956, they created what is known as the Federal Highway Trust Fund. This fund is composed of the income from federal taxes on motor fuels, a portion of the taxes on trucks and buses, a portion of the taxes on tires, and taxes on the use of certain motor vehicles. Expenditures from this fund are limited to payments to the states for the federal share of federal-aid highway construction, and for general administrative expenses of the Federal Bureau of Public Roads. It is the responsibility of the Secretary of the Treasury and the Secretary of Commerce to make frequent estimates of the amounts available in this fund; and when it appears that there are insufficient monies in the fund to cover congressional authorizations to the states, to reduce the state's apportionments to that level that the trust fund can finance. The past year and a half has been a critical period for the trust fund; and as noninterstate projects have first priority by federal regulation, a slowdown on interstate highway construction has resulted. This has been accomplished by administrative action on the part of the Bureau of Public Roads by apportioning lesser amounts of federal monies to the states than was authorized, and by setting up a system of contract controls which limits the amount of federal-aid work that the states can place under contract in any three-month period.

The Federal-aid Highway Act of 1956 (which has been amended by the 1958 and 1959 acts) provided authorizations for 13 years to finish the interstate system. At the time of the 1956 act, it was thought that this work could be completed for approximately $25,000,000,000 in federal money. Subsequent and more carefully prepared estimates indicate that the final cost in federal funds will be about $36,000,000,000. Based on present authorizations, insufficient funds have as yet been provided to carry the interstate program to completion; although several solutions have been suggested, such as increasing the federal tax on gasoline and other items, or lengthening the time to complete the system under the present tax base. During 1960, all states have been engaged in making a new and very carefully prepared estimate of what will be needed to complete this system; and the new estimate will be before Congress when it convenes in January 1961. It is hoped that a practical solution to the problem will be found and that an equitable balance between the amount of federal taxes required and the length of time necessary to finish the interstate network can be arrived at.

Interstate funds are apportioned to the various states in the ratio that the cost of completing the system in a particular state bears to the cost of completing the entire system. It being the intention of Congress that the system will be completed nationwide as simultaneously as possible. At present, Oregon's share is 1.7% of the total.

Federal funds for noninterstate Federal-aid highways, which commonly referred to as the A.B.C. System, are usually provided every two years by Congress. At present, the national authorization is $925,000,000 with Oregon's share being about 1.3% of the total. Federal law provides that 45% of the authorization go on the primary system, 30% on the secondary system, and 25% on urban extensions of primary and secondary systems within urban areas. Primary funds are apportioned to the various states on the basis of ⅓ on the state's population ratio, ⅓ on the state's area ratio, and ⅓ on the state's post-road mileage ratio. Secondary funds are apportioned on the basis of ⅓ on the state's rural population ratio, ⅓ on the state's area ratio, and ⅓ on the state's post-road mileage ratio. Urban funds are apportioned on the basis of the state's urban population ratio.

FEDERAL-AID HIGHWAY AUTHORIZATIONS

1956 Act as Amended

(Thousands of Dollars)

Fisc. Year	*National Authorization*			*Oregon's Share*	
	Interstate	*A.B.C.*	*Total*	*Interstate*	*A.B.C.*
1957	$1,000,000	$ 125,000	$1,125,000	$ 13,576	$ 1,862
1958	1,700,000	850,000	2,550,000	23,079	12,663
1959	2,200,000	1,275,000	3,475,000	29,510	18,738
1960	2,500,000	900,000	3,400,000	†43,108	†13,347
1961	*2,000,000	925,000	2,925,000	‡30,882	‡12,379
1962	2,200,000	925,000	3,125,000	37,530	**12,097
1963	2,200,000				
1964	2,200,000				
1965	2,200,000				
1966	2,200,000				
1967	2,200,000				
1968	1,500,000				
1969	1,025,000				

* *To date $1,800,000 of the authorization has been apportioned.*

** *Approximate amount as exact apportionment is dependent on 1960 census figures.*

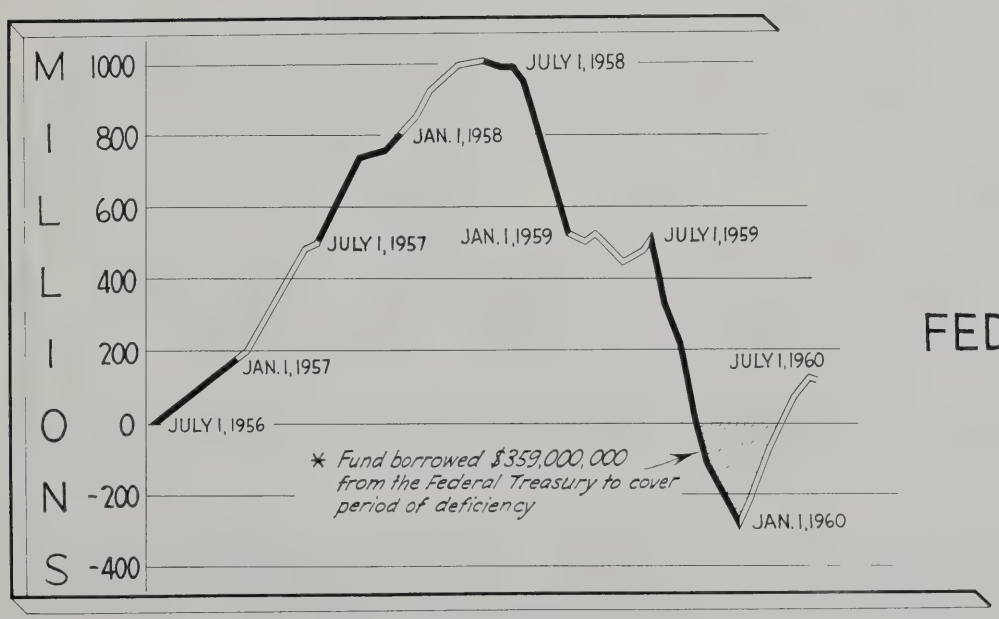
† *Federal obligations are limited to $30,531 for Interstate and $12,648 for A.B.C. during fiscal 1960 by B.P.R. administrative control.*

‡ *Federal obligations are limited to $32,250 for Interstate and $12,340 for A.B.C. during fiscal 1961 by B.P.R. administrative control.*

Composition of Federal Highway Trust Fund

Name of Tax	Total Rate	Permanent Rate	First Increase	Federal-Aid Program Increase	Expiration Date of Temporary Tax Increase	Per cent to General Fund	Per cent to Highway Trust Fund
Gasoline (per gallon)	4¢	1½¢	½¢	1¢— 7/1/56 1¢—10/1/59	1½¢—7/1/72 1 ¢—7/1/61		100%
Diesel and Special Fuels (per gallon)	4¢	1½¢	2¢	1¢— 7/1/56 1¢—10/1/59	1½¢—7/1/72 1 ¢—7/1/61		100%
Lubricating Oil (per gallon)	6¢	6¢				100%	
Automobiles (per cent of manufacturers sales price)	10%	7%	3%			100%①	
Trucks, Busses and Trailers② (per cent of manufacturers sales price)	10%	5%	3%	2%	7/1/72	50%	50%
Parts, Accessories (per cent of manufacturers sales price)	8%	5%	3%			100%③	
Tires (per lb.)	8¢④	5¢		3¢	7/1/72		100%
Inner Tubes (per lb.)	9¢	9¢					100%
Tread Rubber (per lb.)	3¢			3¢	7/1/72		100%
Motor Vehicle Use Tax⑤ (per 1,000 lbs.)	$1.50			$1.50	7/1/72		100%

① Beginning July 1, 1961, and continuing until July 1, 1964 one-half of the 10 per cent tax will go into the Highway Trust Fund.
② House Trailers exempt.
③ Beginning July 1, 1961, and continuing until July 1, 1964, five-eighths of the eight per cent tax will go into the Highway Trust Fund.
④ Applicable to tires for highway vehicles only. Other tires are taxed at the rate of five cents per pound.
⑤ Applicable to entire gross weight when vehicle exceeds 26,000 lbs. gross weight. Buses in local transit service exempt.



BALANCE FEDERAL HIGHWAY TRUST FUND

DISBURSEMENTS

The major item of expenditure is, of course, the cost of highway construction. This expenditure is eligible for federal aid, and the state is reimbursed up to the amount of the federal share. Approximately one half of this cost was on the Interstate Highway System and one half of the cost on the A.B.C. network. As this is the chief activity of the Highway Department, it is explained in detail in another section of this report.

The cost of highway maintenance is entirely from state funds, with no federal assistance. This is also a major activity of the department and is reported on in another section of this report.

The cost of acquiring rights of way, quarries, gravel pits, and other real properties has become a major activity of the department. Complications and difficulties relative to this procedure are increasing as our State grows and develops. The cost of right of way is eligible for federal aid as long as certain federal regulations are rigidly followed. It is the practice, at present, to request federal aid on all interstate highway right of way; but on A.B.C. System right of way, federal aid is sought only on the major projects. There are never enough federal A.B.C. funds to meet all the demands, and it is felt that the public interest is best served by using these federal monies for construction purposes and using state funds to acquire the small or modest sized right of way projects. The right-of-way function is explained in detail in another section of this report.

Payments on bond principal are generally eligible for federal aid, providing there were federal monies available for programming at the time the bond projects were undertaken.

Administration expense consists of those costs incurred in the overall direction and supervision of the Highway Department. Included are expenses of the Highway Commission, the highway engineer, the deputy and assistant state highway engineers, the Legal Division, the commission's secretary, and administrative functions of the staff engineers, department heads and division engineers.

Expense of the highway debt service is tabulated below:

DETAIL OF BOND PAYMENTS

JULY 1, 1958 TO JUNE 30, 1960

Date of Issues	*Payment on Principal*	*Payment of Interest*
Prior to 1951 Issues	$ 300,000	$ 9,375
72 Million Bonds		
$15,000,000 Issue October 1, 1951	1,500,000	288,750
$15,000,000 Issue March 1, 1952	1,500,000	311,250
$10,000,000 Issue March 1, 1953	1,000,000	268,750
$32,000,000 Issue September 1, 1953	4,000,000	940,000
$20,600,000 Issue November 1, 1957	.....	1,226,000
	$8,300,000	$3,044,125

Total Principal	$ 8,300,000.00
Total Interest	3,044,125.00
Total Service Charge	10,338.06
	$11,354,463.06

The State Highway Department operates and maintains the Astoria, Ore., to Megler, Wash., ferry service across the Columbia river. Actual operation of the ferries is by contract, but the state maintains the three vessels, landings, docks, etc. Below, the M. R. Chessman pulls away from the slip.

Operation expense represents the cost of operating the Astoria Ferries, expense of truck load inspection and issuance of permits, cost of operating and maintaining the department and state police radio systems, cost of conducting planning and traffic surveys, costs of drawbridge operation, and costs incurred in conducting highway research activities.

All items of expense in connection with the State Parks System are included in this item. Park matters are detailed in another section of this report.

Preliminary Engineering covers all the things necessary to prepare plans and specifications for a highway construction project. It includes such things as reconnaissance, preliminary and locations surveys, design of structures, roadbed, surfacing, drainage facilities, the preparation of specifications, and other incidental items which may be required prior to actual construction. This item is eligible for federal aid and such is requested on all interstate projects and on the larger A.B.C. jobs.

Buildings and equipment expenditures include costs of construction, betterment and maintenance of shop, sign and maintenance department buildings, and the expense of acquiring snowplows, trucks, automobiles, shop, radio, parks, office, engineering, laboratory, blueprint, etc. equipment.

Minor betterments are those items of cost incurred in the installation of traffic signals, reinforcement and repair of pavements, improvement and widening of shoulder areas, and the improvement of bridges and drainage facilities.

The miscellaneous category contains many items such as contributions to the State Retirement, the Federal Social Security, and the State Employment Commissions. Also included are contributions to the State Restoration Fund, to the division of audits, the Columbia River Gorge Commission, etc. Approximately $1,500,000 of the $1,930,246 total is composed of the state retirement and federal social security contributions.

SUMMARY

Revenues, Expenditures and Unexpended Balance
JULY 1, 1958 TO JUNE 30, 1960

Receipts	
State Funds	$130,218,952
County, City, State Police Share	39,646,641
Subtotal	$ 90,572,311
Federal Funds	88,627,790
Total Receipts	$179,200,101
Balance on Hand at Beginning of Period	26,235,097
Total Funds Available	$205,435,198
Expenditures	
Capital Outlays	$129,665,729
Maintenance	23,899,884
Operation	13,747,282
Service and Clearing	254,287
Debt Service	11,354,464
Total Expenditures	$178,921,646
Balance on Hand at End of Period	26,513,552
	$205,435,198

RIGHT OF WAY ACQUISITION

During the past fifteen or twenty years, the problem of acquiring highway right of way has become increasingly more difficult and complicated. During the early stages of highway development and during the time that the motorist was being taken out of the mud, the benefits of road improvement were so apparent to the affected property owners that the acquiring of right of way was a simple and easy task. Modern improvements which demand straight alignments, easy grades, and wide right of way are apt to have greater effects on private property than heretofore. Because of these increased complications, the problem of right-of-way acquisition has grown into one of the major fields of highway department activity.

The Right of Way Division of the Legal and Right of Way Department is responsible for acquiring, by negotiation and at market value, all real property required for the construction of highways, maintenance facilities, truck scale sites, other highway appurtenances, and for the State Parks system. Those necessary parcels upon which negotiation cannot be accomplished are referred to the Legal Division for acquisition by *eminent domain* proceedings.

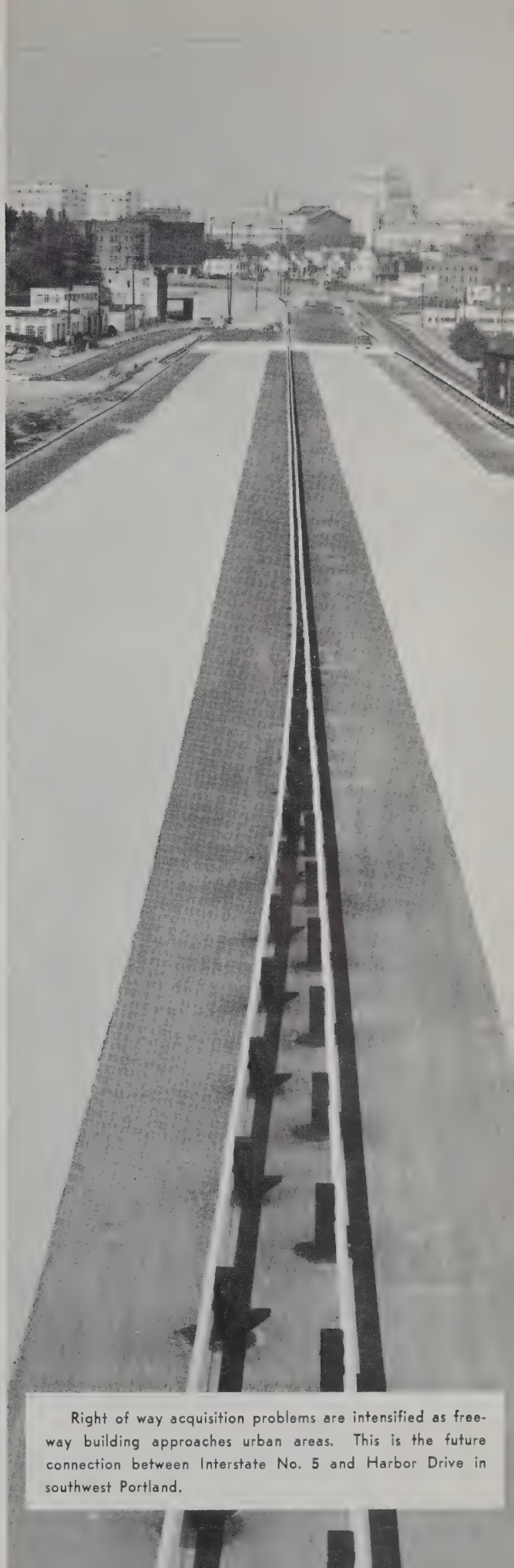
The detailed activity of the Right of Way Division is handled by several sections — all under the administrative supervision of the Right of Way Engineer and his Assistant. The organizational structure has changed somewhat during the biennium to meet the demands of an accelerated construction program and the requirements for Federal financial participation.

Staff functions which are headquartered in Salem include:

Office Section: Under the supervision of the Office Manager, this section handles all details of conveyancing and payment, maintains complete files and records, and prepares tabulations and reports for periodic presentation to the State Highway Commission. Vouchers for Federal reimbursement are prepared from office records.

This section has handled the conveyancing of some 2,250 parcels of real property during the biennium.

Property Section: This group, under the supervision of the Property Manager, delivers payments and takes possession of real property



Right of way acquisition problems are intensified as freeway building approaches urban areas. This is the future connection between Interstate No. 5 and Harbor Drive in southwest Portland.

acquired. Construction schedules permitting, the Property Section undertakes to sell and dispose of all buildings, land improvements, and equipment appurtenant to property acquired for rights of way—returning to the Highway Fund all monies realized from these sales.

The Property Manager maintains an accurate ledger of all surplus lands owned by the State Highway Commission and wages an active campaign of sale of these excess properties. The properties purchased for anticipated future needs are rented, until required for highway use.

During the biennium, activities of the Property Section have returned to the Highway Fund $977,158, which is broken down as follows:

Buildings Sold	$ 71,998.00
Land Sold	520,851.00
Rentals, Leases, Land Use	192,957.00
Timber Sold	55,048.00
Equipment Sold	111,973.00
Public Sales	$952,827.00
Inter-department Sales	24,331.00
Total Revenues	$977,158.00

To be more responsive to tight construction schedules, the Property Manager maintains an agent in both the Milwaukie and Roseburg division headquarters. Additional decentralization will be undertaken, should the need develop.

Appraisal Section: Prior to early 1959, appraisal was headquartered in Salem as a staff function under the direction of the Appraisal Supervisor. All appraisal for negotiation has been transferred to the five Right of Way Division field headquarters and placed under supervision of the Right of Way Supervisor in charge of each office. In order to conform to the requirements for Federal financial participation, the appraisals prepared in the field are submitted to review, prior to negotiation, by a staff maintained in the Salem Headquarters.

In a move to broaden and strengthen the professional status of the appraisal group, the State Highway Commission, in 1960, authorized the attendance of seven staff appraisers to the MAI 1 Appraisal Course offered by the University of Oregon. A continuing program along this line will be recommended to the Commission at appropriate times.

In addition to general administration and co-ordination of the right-of-way program to construction needs, certain staff functions are carried on under direct supervision of the Right of Way Engineer and Assistant Right of Way Engineer. These functions include: preparation of data for condemnations; vouchering for Federal financial participation; right-of-way cost estimates for studies to be presented to the Commission; land economic studies aimed at more accurate determination of benefits and damages to land due to highway construction; studies of displaced persons and businesses under legislative directive; and the acquisition of lands for park purposes.

An accelerated program of acquisition for park purposes has resulted from the assignment of one full-time man and one part-time supervisor to that activity.

Operational activities are carried on in five division offices situated in the engineering division headquarters. Each office is under the direct supervision of a Right of Way Supervisor, who is responsible for all right-of-way activity in his division. It is the duty of the Supervisor to meet the needs of construction schedules, promulgated and distributed from the staff level, and to keep the Right of Way Engineer, at all times, advised of progress or anticipated difficulty; so that right-of-way activity will not deter contracting schedules.

Among the larger programs of acquisition during the biennium were activities on the Baker-Pleasant Valley Project in Baker County, Madras-Willowdale Project in Jefferson County, Albany-Judkins Point Project in Lane and Linn Counties, Seven Oaks-Medford Project in Jackson County, and East Bank and Minnesota Freeway Projects in Portland. These projects involve acquisition of hundreds of properties, as well as an imposing program of disposal of buildings, equipment, and trade fixtures.

In an effort to provide greater public service, field offices have been established and maintained on the Minnesota Freeway and Seven Oaks-Medford Projects. These offices

are within walking distance of most of the properties under acquisition and have made it possible for the property owners affected to more readily obtain information concerning the project.

As an experiment, the Minnesota Freeway Field Office was kept open during evenings and on week ends for several months. It was determined that the additional benefit did not outweigh the costs and disadvantages. The field offices are now open only during normal office hours on a regular five-day business week.

For a short period, regulations of the City of Portland seriously hampered sales of buildings for removal to other sites; but, at the time of this writing, the procedures have been smoothed out and speeded up through conferences and consultation with genuinely and actively cooperative city officials.

The Right of Way Division has worked during the biennium with the Portland Development Commission on the problem of displaced persons and, by the end of the biennium, has developed machinery to catalogue and maintain the records directed by ORS 366.323 relating to the relocation of persons and businesses in urban areas.

The major problem faced by the Right of Way Division continues to be lack of lead time for negotiation. The problem seems to be an inevitable companion to the large construction program.

Modern motor vehicles traveling at moderately high speeds necessitates highway designs utilizing great areas of right of way. Decelerating and accelerating lanes, curves of safe radius and safe sight-distances all play part in determining how much right of way will be needed, as demonstrated in this interchange on Interstate 80N at Ontario.

Some of the most rugged road construction in the world has taken place in Curry County as contractors worked to build new U. S. 101 relocation between Gold Beach and Brookings. Speck of man at lower right gives an indication of immensity of cuts and fills made by huge machines to provide modern, safe and convenient highway.

As hereinbefore stated, the construction of new highways and the reconstruction of existing highways is the major activity of the department. By reason of continuing aid from the federal government, the volume of work placed under contract and completed during the biennium has reached an all time high.

During the period, 345 separate construction contracts have been completed under the supervision of the Highway Department and 16 Federal Forest Road construction contracts have been finished under the supervision of the U. S. Bureau of Public Roads. These 361 projects, spread throughout the State, are located on 31 primary state highways, the federal interstate system, 32 secondary state highways, 115 county roads, and 27 city streets which are not on the highway system. At least one of these projects is situated in each of the State's 36 counties.

WORK COMPLETED

July 1, 1958—June 30, 1960

	Interstate Highways Miles	Other Primary Highways Miles	Secondary Highways Miles	Other Roads and Streets Miles	Total Miles
Bituminous Paving	91	79	24	43	237
Portland Cement Paving	16	.....	.....	.....	16
Oil Mat Surfacing	.....	96	133	158	387
Stone Surfacing	77	129	120	132	458
Grading	126	132	89	109	456
Bridges and Structures (No. of)	90	42	19	60	211

In addition to the above, 15 projects performed on the State Highway System as Forest Highway Projects involved 21 miles of bituminous paving, 2 miles of oil mat surfacing, 21 miles of stone surfacing, 29 miles of grading, and one bridge on primary state highways and 5 miles of bituminous paving, 15 miles of oil mat surfacing, 20 miles of stone surfacing, and 21 miles of grading on secondary state highways.

On September 30, 1960, the status of improvement on the Highway System is as follows:

Type of Improvement	Primary Highway Miles	Secondary Highway Miles
Concrete Pavement	238	64
Bituminous Pavement	1,604	575
Bituminous Macadam Surface	1,016	103
Oil Mat Surface	1,854	1,509
Rock or Gravel Surface	50	351
Graded Only	27	19
Unimproved	32	41
Total	4,821	2,662

A detailed breakdown of this summary may be found in the statistical portion of this report. This breakdown shows the state of improvement of each of the 60 primary state highways, the 136 secondary state highways and certain roads and streets which are not on the highway system. It indicates, in a general way, the present condition of highway improvement in the State and shows that on the primary system, 4,712 miles or 98 per cent have an oiled or higher type surface, and on the state secondary system, 2,251 miles or 85 per cent are surfaced in a similar manner. More than 93 per cent of the highways on the combined systems afford travel on oiled or paved surfaces.

INTERSTATE HIGHWAYS

Interstate construction is, in most instances, completely new work. Even in those cases where an existing two-lane facility may be used as part of the interstate highway, additional lanes, interchanges, and frontage roads must be constructed. Structures such as bridges, culverts, and retaining walls are a major item on Interstate Highway projects because of the controlled access feature of these roads which requires interchanges at important intersections. Also in urban areas where right-of-way values are apt to be high, extensive use is made of viaduct and wall construction in order to avoid acquiring more property than is essential.

Pacific Highway, Interstate Route 5: This route extends from the California Line northerly, passing through or close to the cities of Ashland, Medford, Grants Pass, Roseburg, Cottage Grove, Eugene, Springfield, Albany, Salem and Portland, to the Washington Line at the Columbia River. Construction on this highway continued at an accelerated pace during the biennium; and as of September 1, 1960, 104 of the 310 miles of this highway had been completed to interstate standards and opened to traffic.

Sections of Interstate Route 5 Completed and Opened to Traffic on September 1, 1960

Tigard Interchange-Halsey	77.42 Miles
Comstock-Anlauf	1.42 Miles
N. Oakland Junction-Sutherlin Junction	3.76 Miles
Roseburg	1.63 Miles
Shady-Roberts Creek	1.73 Miles
Myrtle Creek-Canyonville	9.31 Miles
Jumpoff Joe Creek-Grants Pass	6.99 Miles
Total	104.26 Miles

As of the time of this report (Oct. 1960), work is progressing rapidly on the section between Halsey and Eugene. If weather permits, it may be possible to open the section to light traffic this year. This will involve an additional 23 miles of highway and will tend to relieve the congestion on the existing route between Junction City and Eugene.

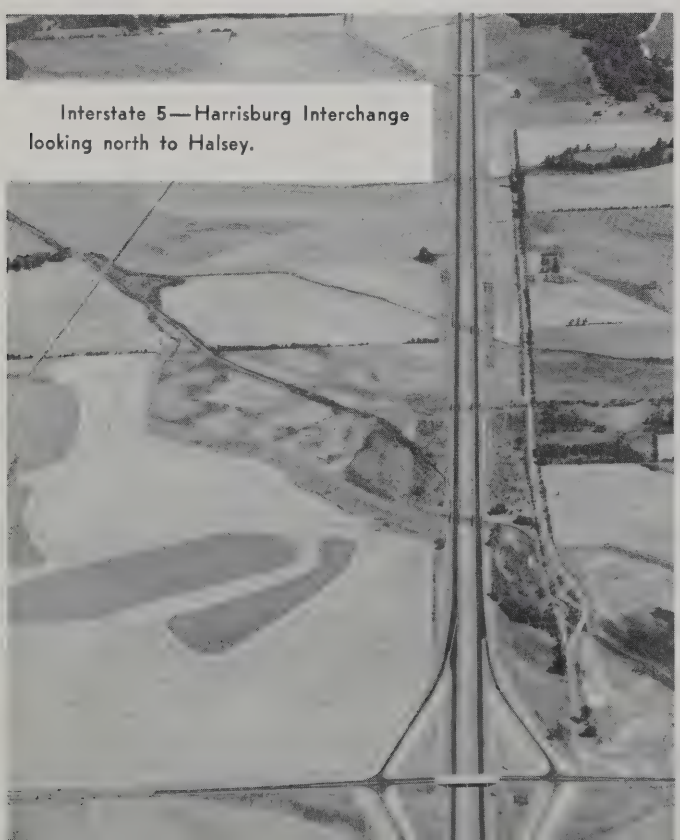
Construction work is under contract on the following portions of Route No. 5:

Section	Length	Estimated Completion Date
Harbor Drive–Tigard Interchange	7.70	September 1961
Halsey–Eugene	23.85	*June 1961
Goshen–Cottage Grove	13.67	June 1962
Grants Pass–Rock Point	14.77	June 1962
Seven Oaks–Medford	6.81	November 1961

* May be opened to light traffic in fall of 1960.

The Portland-Vancouver Bridge, while on Interstate Route No. 5, was constructed as a toll facility by joint arrangement between the Washington Highway Commission, the Oregon Highway Commission, and the Washington Toll Bridge Authority. By terms of this agreement, the Washington Toll Bridge Authority issued $14,500,000 in revenue bonds which will be retired by tolls on the bridge. Assistance in the amount of $1,143,303 was received from the federal government under terms of the Truman-Hobbs Act.

The toll bridge project which consisted of a new parallel structure and the raising of the existing one to provide greater navigation clearances, was completed in January 1960. The new bridge provides 3 traffic lanes for southbound vehicles and the old bridge provides 3 lanes for northbound traffic. The project involved 10 separate Oregon contracts which totalled approximately $11,300,000.



Interstate 5—Harrisburg Interchange looking north to Halsey.

Interstate 80N—on left, cuts clean swath through Pleasant Valley south of Baker.

Columbia River and Old Oregon Trail Highways, Interstate Route 80N. This is Oregon's east and west Interstate Highway and it extends easterly from Portland, passing through or near the cities of Hood River, The Dalles, Pendleton, La Grande, Baker, and Ontario to the Idaho line. Construction has continued steadily; and as of September 1, 1960, 90 of the 376 miles have been completed to interstate standards and opened to traffic.

Sections of Interstate Route 80N Completed and Opened to Traffic on September 1, 1960

Portland–Dodson	32.75 Miles
Hood River–The Dalles	18.76 Miles
Emigrant Hill–Deadmans Pass	3.07 Miles
Meacham–Glover	9.94 Miles
Baker County Line–Idaho Line	25.12 Miles
Total	89.64 Miles

Work on Route 80N is progressing on schedule with the following sections under contract:

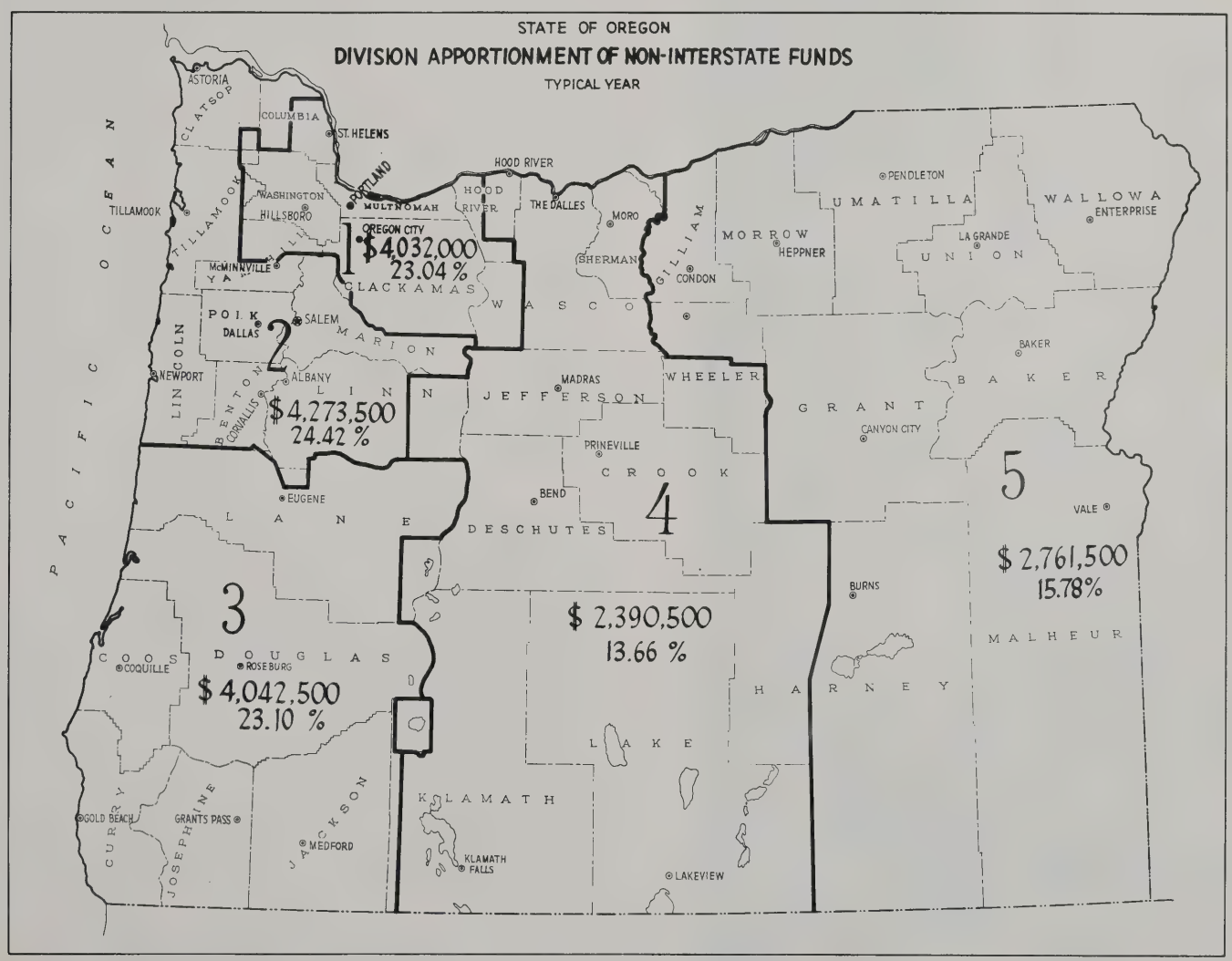
Section	Length	Estimated Completion Date
Dodson–Bonneville	4.99	Fall 1962
Cascade Locks	1.64	Late 1961
The Dalles–Big Eddy	2.40	Late 1961
Deadmans Pass–Meacham	9.55	Late 1961
Glover-Oro Dell	10.13	Summer 1961
Baker–Hill Creek	12.79	1963

Further work on this route that will be started in the immediate future, will be the section between the John Day River and Boardman which must be relocated because of the John Day Dam Project, the sections between Cascade Locks and Hood River, the section in the City of The Dalles and from Big Eddy to Biggs.

Primary and Secondary Highway Construction: While work on the interstate system has been given much publicity and has been the subject of considerable attention, work on noninterstate highways has been continued up to the limit of available funds. This work is state wide in scope and consists of varying types of improvement from completely new construction to resurfacing contracts on existing roads. Monies that are available for noninterstate construction are apportioned to the 5 highway divisions by means of a formula that has been used for almost 30 years. The formula takes into account such factors as urban population, rural population, area of each division, and the need for improvement of each considered project. The figure indicates the amount of funds that are available to the different divisions for state highway construction and acquisition of right of way on primary highways, state secondary highways, and the urban extensions, thereof, during a typical year.

In addition, there is about $3,700,000 available, (20 per cent of which is county funds) during a typical year for improvement of those county roads that are on the Federal Aid Secondary System. These monies are divided, by agreement with the Association of Oregon Counties, on the basis of 25% equally, 60% on rural population, and 15% on total county road mileage.

While no attempt is made to describe every project on the noninterstate system that was undertaken during the biennium, the following outline shows, in a general way, some of the work that has been accomplished to provide the State with a safer and more adequate road network.



Thomas Creek bridge now being built to complete relocation of U. S. 101 in Curry County will be Oregon's highest bridge. (See text at right.) Footings are being built at bottom of photo; roadway is at top of cliff.

Oregon Coast Highway US 101

Improvement on the coast highway consisted of continuance of the work between Gold Beach and Brookings, between Coos Bay and Bandon, a resurface project between Sutton Lake and Florence, and the completion of the Roosevelt Ave. section in Seaside.

Grading is now completed, surfacing, paving, aggregate production, and structures are under contract on the southerly 15-mile unit between Brookings and Gold Beach. This section, which involved some 10,000,000 cu. yds. of excavation and a 950-foot bridge of 340 feet in height at Thomas Creek, should be ready for traffic in the fall of 1961. The 1.5-mile section from Hunter Creek (which is approximately a mile south of Gold Beach) to Buena Vista Waysides was completed in December 1959. The unit from Buena Vista Waysides to Myers Creek is under contract, and it is hoped that it will be ready for travel in late 1961. This will then complete the Brookings to Gold Beach Section, except for one remaining 3-mile unit between Myers Creek and Burnt Hill.

On the section between Davis Slough (which is about 7 miles south of Coos Bay) and Bandon, the grading work is complete and the paving is under contract. It is anticipated that the section will be opened for traffic in midsummer of 1961. This new route will save 10 miles over the existing highway.

A repaving project of 5.8 miles in length between Florence and Sutton Lake was contracted in April and completed in August 1961.

A grading and paving project along Roosevelt Drive, in Seaside, was contracted in August 1958 and was completed in July 1959. The opening of this new thoroughfare has done a great deal to relieve congestion in this city.

Pacific Highway West US 99W

Three projects were undertaken on this highway during the biennium. The Corvallis-Hughes Road Contract consisted of shoulder widening and repaving of an 8.3-mile section just south of Corvallis; the Camp Adair-Lewisburg Project is a 4.1 mile grading and paving job which will bring this section up to modern standard; the Middleton-Yamhill County Line Contract converted a 2-lane facility to an expressway type of highway, and it is planned to continue this construction on to the City of Newberg in the near future.

The Dalles-California Highway US 197 and 97

Major improvements on this highway were the Klamath Falls West Side By-Pass, which is a 2.1 mile urban freeway type of construction; the Willamette-Diamond Lake Junction Section, which consisted of 10.1 miles of re-oiling; work on the section between Lyle Gap and Madras, the south 3 miles of which has been completed and northerly 8.7 miles is under contract. This project is all new work, and in places, is located some distance easterly of the old road. The improvement is an extension of work completed several years ago north of Lyle Gap and when finished will provide a continuous 25-mile unit of modern highway; The Dalles-Eightmile Creek Section, which is a relocation project of 6.8 miles in length extending southerly from the Columbia River Highway to an intersection of the old road near Eightmile Creek. The new highway saves about 4 miles in distance and eliminates over 70 sharp curves.

John Day Highway ORE 19

Three contracts were completed during the biennium on the John Day Highway, which involved approximately 20 miles of highway. The work was in the vicinity of Butte Creek Summit to Spray and consisted of reconstructing the old road to a modern grade and alignment with a 20-foot wide wearing surface. The work was generally on new locations, although the new facility is in close proximity to the old road. The section from the top of Cummings Hill to Fossil was placed under contract in June 1960 and should be ready for traffic in 1961. This unit is a relocation and will ease the crooked alignment north of the City of Fossil.

Lower Columbia River Highway US 30

Principal work on this route consisted of a 2.5 mile grading and paving project between Wauna and Westport, a 1.35 mile grading and paving job in the town of Goble and a 2.61 mile resurfacing contract between Warren and Scappoose. The completed jobs are increments in the improving of the highway from Portland to Astoria to modern standards. Additional work is contemplated in the very near future between Clatskanie and Westport.

Sunset Highway US 26

Work completed on this highway during the biennium consisted in the construction of interchanges at North Plains and Murray Roads. These two projects have eliminated areas of critical hazard where large volumes of local traffic cross and enter the high speed Sunset Highway.

Salmon River Highway ORE 18

A recently completed section of 3.5 miles in length between Valley Junction and Wallace Bridge connects to a previously completed unit between Wallace Bridge and Sheridan. These two modern sections eliminate a hazardous stretch of poor alignment and provide traffic, a large portion of which consists of cars bound for or returning from the beach, with a safe and easily negotiated facility.

Mapleton-Eugene Highway

This highway extends due west from Eugene and connects at Mapleton with the Siuslaw Highway, which provides a direct and convenient means for Eugene traffic to reach the coast. Work is progressing as fast as available money will allow to bring the road up to acceptable standards. During the biennium, a 3.2-mile section immediately east of Richardson was completed and an additional 1.8-mile unit was placed under contract.

Elkton-Sutherlin Highway ORE 225

A 3.8-mile section, which included both grading and paving, was contracted and completed during the biennium, and an additional 2.4-mile unit was placed under contract and will be completed in the fall of 1960. While this new work follows the general route of the old road, it is all on new grade and provides a section of strictly modern highway.

Coquille-Roseburg Highway ORE 42

The section from Myrtle Point north to the Coquille River, which involved a mile of grading, paving, and a bridge over the river, was contracted and completed and a start was made on the sections between Powers Junction and Camas Valley by contracting a grading section which starts at Powers Junction. Another grading project will be advertised for contracting in the late fall of 1960, and it is planned to continue improvements on this highway as fast as money becomes available.

Redwood Highway US 199

The major work on this highway during the biennium was the interchange project between the Redwood Highway and the Rogue River Highway in the south part of Grants Pass. This was a $750,000 contract and involved grading, paving, and two grade separation structures. The other project was a repaving job between Hayes Hill and Sauers Flat which was contracted in the summer and completed in the fall of 1960.

North Santiam Highway ORE 22

The grading project on the last link in modernizing this route between Salem and Detroit was placed under contract in July 1958 and was completed in August 1960. While the job involved a moderate amount of earthwork, unusually wet material made completion in one season impossible. The paving is now contracted, and it is anticipated that the section can be opened to traffic in the late summer of 1961.

Mt. Hood Highway US 26—ORE 35

Work continued during the biennium on 8.4-mile unit between Sandy and Alder Creek. Progress has been slow on this section, due primarily to wet materials, but it should be open for traffic in the fall of 1960. The new section will provide a 4-lane facility with partial access control and will aid materially in relieving traffic congestion which is caused by obsolete alignment of the old road.

Tualatin Valley Highway ORE 8

Work was completed on the section between Cornelius and Forest Grove, and work was contracted between Reedville and Hillsboro. This latter section will complete a 4-lane partially access controlled facility between Portland and Forest Grove. Present estimate is that all work will be finished by midsummer 1961.

Beaverton-Hillsdale Highway ORE 10

An important project at the intersection of this highway with Pacific Highway West (Barbur Boulevard, Portland) was completed early this year. While the contract covered considerable widening work on the Beaverton-Hillsdale Highway between Hillsdale and Barbur Boulevard and widening on Barbur Boulevard between Hamilton Street and Slavin Road, this widening is appurtenant to the grade separation constructed at this intersection. The new project eliminated a traffic light at a very congested intersection and permits a smooth flow of traffic that is unusually heavy during morning and evening hours.

Cascade Highway ORE 213

During the period, this highway which is on east 82nd Street in Portland, was extended north from Sandy Boulevard to a connection to the Portland International Airport. By travelling east from downtown Portland via the Banfield Freeway to 82nd St., thence north on 82nd and this new project, it is possible to reach the airport in an expeditious manner and with a minimum of delay.

Sherman Highway US 97

An important project in reconstructing this highway to modern standards was completed in September of this year. The job which is immediately north of Kent is 6.7 miles in length. It provides a 22-foot wide travelled surface with 8-foot shoulders and is constructed to modern horizontal and vertical alignment.

McKenzie Highway US 126

A 3.6-mile section of this highway between Sisters and Redmond was completed in June 1960. This brings another unit of the McKenzie Highway to modern and safe standards. While this section is in close proximity to the old road, it was constructed on new grade and is entirely new work.

Wasco-Heppner Highway ORE 206

Two contracts between Wasco and Condon were completed during the period which now provides this highway with a dustless hard surface throughout. In the fall of 1958, the section from Hay Canyon to the John Day River was opened to traffic and in June 1960, the section from Wasco to Hay Canyon was completed. These two projects involve 15 miles of highway and a cost of $840,000.

Central Oregon Highway US 20

There has been considerable construction activity on the Central Oregon Highway during the biennium. An 8.8-mile unit known as the Fort Rock Road-Brothers Section was contracted in April and completed in August 1960. This job consisted of roadbed widening, repaving and improvement of sight distance. A repaving project involving 13.5 miles between Hampton

Construction of highways has many facets . . . it may start with demolition as at upper left where a building is being demolished to make way for the Eastbank Freeway in Portland (Interstate No. 5). And highway building always calls for moving and reshaping the earth's face, as was done at Spruce Creek in Curry County for a new U. S. 101, center. Then rivers and canyons must be leaped with mighty bridges such as those being built across the roaring Rogue River in Jackson County, below.

and Sage Hen Hill was contracted in April and completed in August 1960. Between Juntura and Harper Junction, a section of 33.2 miles has been under improvement for several years. As of this time, 21.5 miles have been completed with the remaining 11.7 miles scheduled to be finished by midsummer 1961. Improvement on this section consists of constructing the alignment to modern standards and constructing a 22-foot wide pavement with 4-foot shoulders. A repaving project of 2.9 miles in length and situated about 4 miles west of Vale was contracted in May and completed in September of 1960.

FOREST HIGHWAY ACTIVITY

Forest highway construction is contracted and supervised by the Federal Bureau of Public Roads. After completion, the highway department on state highways and the various counties on county roads assume the maintenance on those forest road projects that are on the highway system and county road systems respectively.

The following projects were completed during the biennium:

Mt. Hood Highway: The Laurel Hill Section in Clackamas County was contracted in June 1956 and completed in December 1958. This is a 5.9-mile unit which extends westerly from Government Camp. The work consisted of grading, surfacing, and paving.

Umpqua Highway: Two projects on this highway in Douglas County between Echo Resort and Mill Creek were started in May 1957 and completed in September 1959. This work consisted of 5.5 miles of grading and 9.4 miles of surfacing and paving. The completion of these projects brings the Umpqua Highway to modern standard from Reedsport to Mill Creek.

North Umpqua County Road: Two projects between Rock Creek and Wilson Creek in Douglas County, which were started in May 1958, were completed in August 1959. The work consisted of 2.6 miles of grading and 21.3 miles of paving.

West Diamond Lake Highway: The Lost Creek-Sherwood Creek Section in Douglas County, which consisted of 4.9 miles of grading, surfacing, and paving, was started in September 1957 and completed in October 1959.

Clear Lake-Belknap Springs Highway: Work in Linn and Lane Counties consisted of 4.4 miles of grading on the Santiam Highway-Clear Lake Section, and 11.1 miles of surfacing and oiling on the Santiam Highway-Clear Lake and the Anderson Creek-Belknap Springs Sections. The projects were started in December 1956 and completed in September 1959.

Heppner-Spray Highway: The north unit of the Rock Creek-Wheeler County Line Section in Morrow County was started in October 1957 and completed in September 1959. The work was 4.3 miles in length and consisted of grading, surfacing, and oiling.

Ukiah-Hilgard Highway: A 7.2-mile grading contract between the Forest Boundary and the Frazier Guard Station in Umatilla County was started October 1957 and completed July 1959.

Pendleton-John Day Highway: A 2.3-mile grading and surfacing project in Grant County between Mountain Rest and the Forest Boundary was started in October 1957 and finished in September 1958.

In addition to the above-completed work, the Bureau of Public Roads placed the following projects, which at this time have not been completed, under contract.

Cascade Lakes Highway: 11.0 miles of grading and surfacing in Deschutes County between Elk Lake and Crane Prairie.

North Umpqua Road: 4.3 miles of grading and 10.2 miles of surfacing between Panther Creek and Boulder Creek in Douglas County.

John Day-Burns Highway: 4.5 miles of grading and surfacing from Canyon City south in Grant County.

Mt. Hood Highway: 8.3 miles of grading from Mt. Hood Post Office to Polallie Creek in Hood River County.

Lake of the Woods Highway: 4.5 miles of grading on the West Unit of Forest Boundary-Lake of the Woods Section in Jackson County.

Crater Lake Highway: 2.8 miles of grading and surfacing on the Cascade Gorge Section in Jackson County.

Fremont Highway: 3.3 miles of grading, surfacing and paving on the Valley Falls-South Section in Lake County.

Siuslaw Highway: A bridge and approaches over the North Fork of the Siuslaw Highway, approximately one mile east of Florence.

Clear Lake-Belknap Springs Highway: 7.7 miles of grading on the Clear Lake-Anderson Creek Section in Linn County.

Oregon Coast Highway: 3.5 miles of grading from Cascade Head to Salmon River in Lincoln County. This is on the new route between Otis Junction and Neskowin.

Heppner-Spray Highway: 4.0 miles of grading, surfacing, and oiling on the South Unit of the Rock Creek-Wheeler County Line Section in Morrow County.

Ukiah-Hilgard Highway: 20 miles of surfacing and paving on the West Forest Boundary-East Forest Boundary Section in Umatilla and Union Counties.

Warm Springs Highway: 2.3 miles of grading, surfacing, and paving on the Clear Lake-Wapinitia Junction Section in Wasco County.

Twin bridges carry Interstate 80N from Oregon into Idaho at Ontario.

Completed Interstate Bridge facilities between Portland and Vancouver, Wash., are shown here. In foreground are toll facilities featuring the latest in modern automatic toll equipment. On left is new bridge designed to coincide with design of original bridge at right. Both bridges carry three lanes of one-way traffic.

Portion of recently completed section of The Dalles-California Highway, U. S. 97, lies between Lyle Gap and Madras. 8.7 more miles are under contract.

Work on the Redwood Highway, U. S. 199, included this section of newly paved highway at Rough and Ready Creek in Josephine County. Other major improvement was an interchange at Grants Pass.

An example of a Federal Forest Highway in this section between Neskowin and Otis Junction of the Oregon Coast Highway, U. S. 101, now under construction. The 3.5 mile section is in Lincoln and Tillamook counties.

Completed Interstate Bridge facilities between Portland and Vancouver, Wash., are shown here. In foreground are toll facilities featuring the latest in modern automatic toll equipment. On left is new bridge designed to coincide with design of original bridge at right. Both bridges carry three lanes of one-way traffic.

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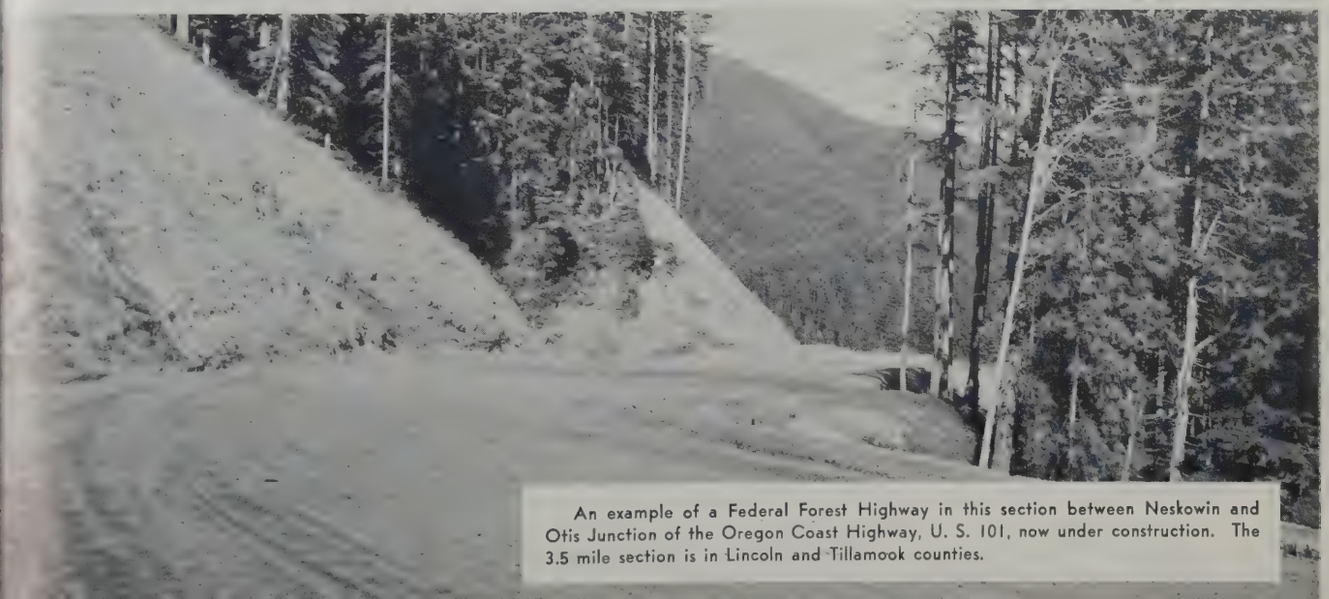
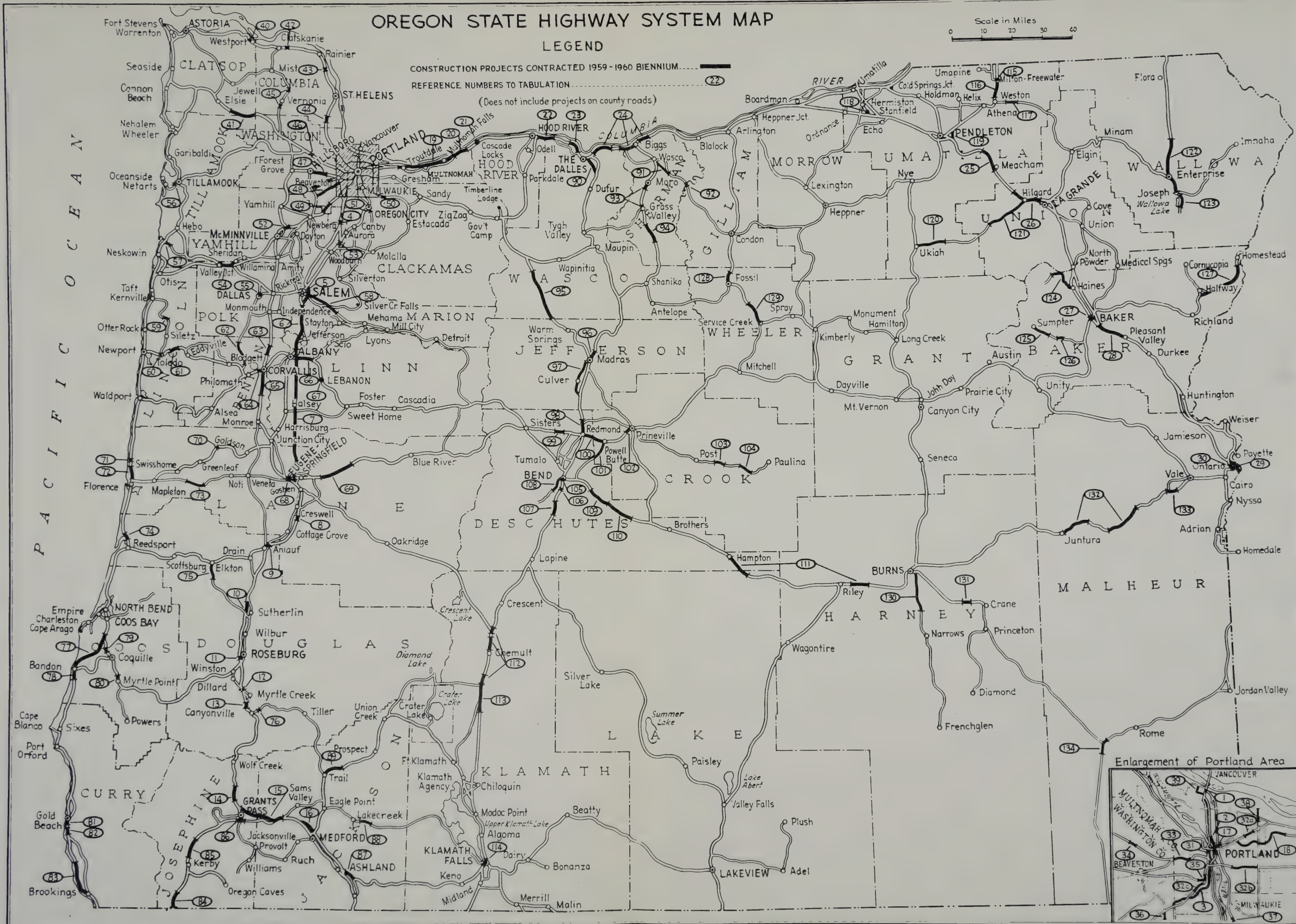


An example of a Federal Forest Highway in this section between Neskowin and Otis Junction of the Oregon Coast Highway, U. S. 101, now under construction. The 3.5 mile section is in Lincoln and Tillamook counties.

TABULATION OF OREGON STATE HIGHWAY CONSTRUCTION PROJECTS CONTRACTED DURING THE 1959-1960 BIENNIUM

(See Map on Opposite Page)

Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
1	Denver-Union Interchange	Illumination	$ 15,100	1
2	Page Street-Main Street (Portland)	Grading, structures and building demolition	2,350,800	3
3	Harbor Drive-Washington County Line	Grading, paving, structures and signals	2,973,000	8
4	Willamette River Bridge at Wilsonville	Median barrier	22,000	1
5	Salem By-Pass	Signing, illumination and roadside improvement	166,000	4
6	Battle Creek Jct.-North Albany Jct.	Roadside improvement	49,500	1
7	North Albany Jct.-Judkins Point	Grading, paving, structures, illumination and signing	20,038,100	27
8	North Bridge over Coast Fork Willamette River	Bridge	182,600	1
9	Comstock-Anlauf	Grading, paving and structures	371,600	2
10	North Oakland Jct.-Sutherlin Jct.	Grading, paving and structures	517,600	2
11	Fairgrounds Interchange (Roseburg)	Grading, oiling and roadside improvement	25,300	2
12	Booth Ranch Scale Site	Grading, paving and illumination	59,100	2
13	Myrtle Creek-Fords Bridge	Roadside improvement, slope paving and median barrier	42,400	3
14	Jumpoff Joe Creek-Louse Creek	Roadside improvement	18,600	1
15	Grants Pass-Rock Point	Grading, paving, structures and signing	8,528,100	10
16	Seven Oaks-Table Rock Road	Grading and structures	1,125,900	2
17	Union Ave. (Portland)	Bridge revision	441,000	1
18	42nd Ave.-122nd Ave. (Portland)	Median barrier and grading and paving Hassalo Street connection	200,200	2
19	Sundial-Dodson	Paving, structures, illumination and signing	3,344,400	9
20	Dodson-Bonneville	Grading	2,025,700	1
21	Cascade Locks Section	Grading	451,000	1
22	Hood River-Shogren	Grading, paving, structures and signing	1,605,600	2
23	Rowena-Chenoweth Creek	Grading, paving, structures and signing	1,003,000	4
24	Big Eddy-Rufus	Paving	309,700	1
25	Deadmans Pass-Meacham	Grading and structures	2,229,400	2
26	Glover-Oro Dell	Grading, paving, structure and signing	4,269,100	5
27	10th Street & Campbell Ave. (Baker)	Grading and paving	202,000	2
28	Baker-Pleasant Valley	Grading	1,917,000	1
29	Ontario-Idaho State Line	Grading, paving, structures, illumination and signing	2,064,400	5
30	North Ontario Interchange-Idaho Ave.	Paving	35,400	1
31	Washington St.-Morrison St. (Portland)	Roadside improvement	10,000	1
32-a,b,c	Portland City Streets Paving Project	Paving	136,000	1
33	Wash. Co. Line-Highland Interchange	Grading, paving, structures, illumination and signing	1,456,800	3
34	Murray Road Interchange	Illumination and roadside improvement	10,700	2
35	Slavin Road Interchange	Grading, paving and structure	462,500	1
36	Tigard-Bonita Road	Grading and paving	73,600	1
37	South Milwaukie Section	Drainage project	14,500	1
38	Airport-Alberta Street (Portland)	Traffic signals and roadside improvement	27,600	2
39	Oregon Centennial Grounds Access Road	Grading and paving	102,200	1
40	Plympton Creek Section	Bridge	26,600	1
41	Quartz Creek-Tillamook County Line	Paving	115,000	1
42	Clatskanie Slide Section	Grading and paving	95,000	1
43	Goble Section	Grading, paving and bridge	365,400	1
44	Warren-Scappoose	Paving	21,500	1
45	Nehalem River	Bridges	190,800	2
46	North Plains Interchange	Grading, paving and structure	457,500	2
47	Hillsboro-Reedville	Grading, paving and bridge	641,400	1
48	Division 1 Paving and Scholls Bridge	Paving and bridge	314,700	2
49	Middleton-Yamhill County Line	Grading, paving and structure	709,100	2
50	Rock Creek Section	Grading and paving	59,600	1


OREGON STATE HIGHWAY SYSTEM MAP
LEGEND
CONSTRUCTION PROJECTS CONTRACTED 1959-1960 BIENNIUM
REFERENCE NUMBERS TO TABULATION
(Does not include projects on county roads)
Scale in Miles
0 10 20 30 40
PACIFIC OCEAN
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
DESCHUTES
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
CROOK
LAKE
HARNEY
MALHEUR
COLUMBIA RIVER
ASTORIA
Fort Stevens
Warrenton
Westport
Clatskanie
Rainier
Seaside
Mist
Cannon Beach
Jewell
Elsie
Vernonia
ST. HELENS
Nehalem
Wheeler
Garibaldi
Forest Grove
HILLSBORO
Vancouver
PORTLAND
Troutdale
Multnomah Falls
Cascade Locks
HOOD RIVER
Odell
THE DALLES
Parkdale
Oceanside
Netarts
TILLAMOOK
Beaverton
Gresham
MILWAUKIE
Sandy
Timberline Lodge
Yamhill
OREGON CITY
Estacada
ZigZag
Gov't Camp
Hebo
McMINNVILLE
Newberg
Dayton
Canby
Aurora
Neskowin
Sheridan
Willamina
Amity
Woodburn
Molalla
Valley Jct.
Silverton
Otis
Taft
Kernville
DALLAS
Rickreall
SALEM
Monmouth
Independence
Silver Cr. Falls
Stayton
Mehama
Mill City
Otter Rock
Siletz
Jefferson
Scio
Lyons
Detroit
Newport
Eddyville
Blodgett
ALBANY
Toledo
CORVALLIS
LEBANON
Philomath
Waldport
Alsea
Monroe
Halsey
Foster
Cascadia
Sweet Home
Harrisburg
Junction City
Goldson
Swisshome
Greenleaf
EUGENE-SPRINGFIELD
Blue River
Florence
Mapleton
Noti
Veneta
Goshen
Creswell
Cottage Grove
Oakridge
Reedsport
Drain
Anlauf
Scottsburg
Elkton
Empire
Charleston
Cape Arago
NORTH BEND
COOS BAY
Sutherlin
Wilbur
Coquille
ROSEBURG
Bandon
Winston
Myrtle Point
Dillard
Myrtle Creek
Canyonville
Tiller
Union Creek
Crater Lake
Diamond Lake
Cape Blanco
Sixes
Powers
Port Orford
Prospect
Wolf Creek
Trail
Ft. Klamath
Klamath Agency
Chiloquin
Sams Valley
GRANTS PASS
Eagle Point
Lakecreek
Gold Beach
Jacksonville
Provolt
MEDFORD
Williams
Ruch
Kerby
ASHLAND
Oregon Caves
Brookings
Modoc Point
Upper Klamath Lake
Algoma
KLAMATH FALLS
Dairy
Bonanza
Keno
Midland
Merrill
Malin
Beatty
Dufur
Tygh Valley
Maupin
Wapinitia
Biggs
Wasco
Moro
Grass Valley
Blalock
Arlington
Boardman
Heppner Jct.
Ordnance
Condon
Shaniko
Antelope
Fossil
Spray
Service Creek
Warm Springs
Madras
Culver
Mitchell
Sisters
Redmond
Prineville
Powell Butte
Tumalo
BEND
Post
Paulina
Brothers
Hampton
Lapine
Crescent
Crescent Lake
Chemult
Silver Lake
Summer Lake
Paisley
Lake Abert
Valley Falls
Plush
LAKEVIEW
Adel
Wagontire
Riley
BURNS
Crane
Narrows
Princeton
Diamond
Frenchglen
Rome
Jordan Valley
Juntura
Umatilla
Umapine
Milton-Freewater
Cold Springs Jct.
Holdman
Helix
Weston
Hermiston
Stanfield
Athena
Echo
PENDLETON
Lexington
Heppner
Nye
Meacham
Ukiah
Hilgard
LA GRANDE
Elgin
Minam
Cove
Union
Flora
Imnaha
Enterprise
Joseph
Wallowa Lake
North Powder
Medical Spgs
Haines
Cornucopia
Homestead
Halfway
Richland
Monument
Hamilton
Kimberly
Long Creek
Sumpter
BAKER
Pleasant Valley
Durkee
Austin
Dayville
Mt. Vernon
John Day
Prairie City
Canyon City
Unity
Huntington
Weiser
Jamieson
Seneca
Payette
Ontario
Vale
Cairo
Nyssa
Adrian
Homedale
Enlargement of Portland Area
VANCOUVER
MULTNOMAH CO.
WASHINGTON CO.
BEAVERTON
PORTLAND
MILWAUKIE

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(See Map on Opposite Page)

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5	Salem By-Pass	Signing, illumination and roadside improvement	166,000	4
6	Battle Creek Jct.-North Albany Jct.	Roadside improvement	49,500	1
7	North Albany Jct.-Judkins Point	Grading, paving, structures, illumination and signing	20,038,100	27
8	North Bridge over Coast Fork Willamette River	Bridge	182,600	1
9	Comstock-Anlauf	Grading, paving and structures	371,600	2
10	North Oakland Jct.-Sutherlin Jct.	Grading, paving and structures	517,600	2
11	Fairgrounds Interchange (Roseburg)	Grading, oiling and roadside improvement	25,300	2
12	Booth Ranch Scale Site	Grading, paving and illumination	59,100	2
13	Myrtle Creek-Fords Bridge	Roadside improvement, slope paving and median barrier	42,400	3
14	Jumpoff Joe Creek-Louse Creek	Roadside improvement	18,600	1
15	Grants Pass-Rock Point	Grading, paving, structures and signing	8,528,100	10
16	Seven Oaks-Table Rock Road	Grading and structures	1,125,900	2
17	Union Ave. (Portland)	Bridge revision	441,000	1
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19	Sundial-Dodson	Paving, structures, illumination and signing	3,344,400	9
20	Dodson-Bonneville	Grading	2,025,700	1
21	Cascade Locks Section	Grading	451,000	1
22	Hood River-Shogren	Grading, paving, structures and signing	1,605,600	2
23	Rowena-Chenoweth Creek	Grading, paving, structures and signing	1,003,000	4
24	Big Eddy-Rufus	Paving	309,700	1
25	Deadmans Pass-Meacham	Grading and structures	2,229,400	2
26	Glover-Oro Dell	Grading, paving, structure and signing	4,269,100	5
27	10th Street & Campbell Ave. (Baker)	Grading and paving	202,000	2
28	Baker-Pleasant Valley	Grading	1,917,000	1
29	Ontario-Idaho State Line	Grading, paving, structures, illumination and signing	2,064,400	5
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35	Slavin Road Interchange	Grading, paving and structure	462,500	1
36	Tigard-Bonita Road	Grading and paving	73,600	1
37	South Milwaukie Section	Drainage project	14,500	1
38	Airport-Alberta Street (Portland)	Traffic signals and roadside improvement	27,600	2
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40	Plympton Creek Section	Bridge	26,600	1
41	Quartz Creek-Tillamook County Line	Paving	115,000	1
42	Clatskanie Slide Section	Grading and paving	95,000	1
43	Goble Section	Grading, paving and bridge	365,400	1
44	Warren-Scappoose	Paving	21,500	1
45	Nehalem River	Bridges	190,800	2
46	North Plains Interchange	Grading, paving and structure	457,500	2
47	Hillsboro-Reedville	Grading, paving and bridge	641,400	1
48	Division 1 Paving and Scholls Bridge	Paving and bridge	314,700	2
49	Middleton-Yamhill County Line	Grading, paving and structure	709,100	2
50	Rock Creek Section	Grading and paving	59,600	1

Tabulation of Oregon State Highway Construction Projects Contracted During the 1959-1960 Biennium—Continued

Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
51	Hilda St.-Beaver Creek Rd. (Oregon City)	Grading and paving	130,500	1
52	North Yamhill River Bridge Section	Grading, paving and bridge	301,200	1
53	Hubbard Truck Scale Site	Grading and paving	34,100	1
54	Valley Junction-Wallace Bridge and Buell Road-Willamina	Grading and paving	431,000	3
55	Academy St.-Coast Junction (Dallas)	Grading and paving	53,800	1
56	McKinley Moorage-Radio Station	Grading and oiling	13,800	1
57	Meda Section	Grading and oiling	74,000	1
58	Lancaster Drive-Sublimity Gun Club	Paving and structures	1,460,700	3
59	Cedar Creek-Chitwood Creek	Grading and oiling	115,900	1
60	Depot Slough Section	Grading and paving	107,200	1
61	Pioneer Mountain Section	Paving	287,600	1
62	Kings Valley-Read Creek	Paving	104,700	1
63	Camp Adair-Lewisburg	Grading and paving	409,600	1
64	Corvallis Section	Grading, paving, structures and signing	871,600	2
65	Corvallis-Hughes Road	Paving	153,900	1
66	Santiam Interchange-Crabtree Corner	Paving	78,800	1
67	Main St. Bridge (Lebanon-Santiam Canal)	Bridge, grading and paving	30,400	1
68	Ferry Street Off Ramp (Eugene)	Structure, grading and paving	265,600	1
69	Hendricks Bridge-Leaburg Dam	Paving	172,700	1
70	Swamp Creek, Lake Creek and Lake Creek Overflow	Bridges	54,100	1
71	Cape Creek Tunnel	Relining and illumination	125,000	1
72	Sutton Lake-Florence	Paving	78,000	1
73	Richardson to 1.1 miles west of Globe	Grading, oiling and bridges	844,200	3
74	Gardiner Mountain Section	Slide correction	63,400	1
75	Elkton-Kellogg Bridge	Grading and paving	1,135,400	2
76	O'Shea Creek Section	Grading, paving and bridge	117,100	1
77	Davis Slough-Bandon	Grading, paving, structures and signing	2,532,300	4
78	5th Street (Bandon)-Two Mile Creek	Grading and paving	126,100	2
79	Beaver Creek Section	Grading, paving and bridge	272,200	1
80	North Fork Coquille River-Myrtle Point	Grading, paving and bridge	640,700	1
81	Hunter Creek-Buena Vista Wayside	Grading, paving and bridge	676,400	2
82	Cape Sebastian-Myers Creek	Grading and bridge	1,197,700	1
83	Thomas Creek-Brookings	Bridge and base rock	1,715,300	2
84	Rough and Ready Creek-Dwight Creek	Bridges, grading and paving	370,000	1
85	Hayes Hill-Sauers Flat	Paving	130,100	1
86	Redwood Highway Junction	Grading, paving, structures, signing and roadside improvement	1,361,700	4
87	Ashland-Neil Creek	Paving	58,600	1
88	Hanley Ranch-Forest Boundary	Grading, paving and bridge	657,900	1
89	Trail-McLeod	Grade widening	47,000	1
90	The Dalles-Eightmile	Grading, paving, bridge and signing	1,422,600	1
91	Wasco-Hay Canyon	Grading and oiling	599,100	1
92	John Day River Bridge Section	Bridge, grading and oiling	252,700	1
93	Moro-Grass Valley	Paving	24,100	1
94	South Unit, Grass Valley-Kent	Grading and paving	566,800	1
95	Willow Creek-Jefferson County Line	Paving	189,400	1
96	South Unit, Lyle Gap-Madras	Grading, oiling and bridge	311,500	1
97	Culver Highway	Oiling	35,400	1
98	Terrebonne-Redmond	Paving	54,300	1
99	Deep Canyon-Deschutes River	Grading and oiling	216,500	1
100	Redmond-Powell Butte	Oiling	18,900	1
101	Powell Butte-Deschutes County Line	Oiling	22,400	1
102	Airport-Ochoco Park	Grading and paving	133,300	1
103	Middle Unit, Post-Camp Creek	Grading and oiling	190,400	1
104	West Unit, Camp Creek-Paulina	Grading, oiling and bridge	301,200	1

Tabulation of Oregon State Highway Construction Projects Contracted During the 1959-1960 Biennium—Continued

Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
105	South Third Street (Bend)	Grading and paving	169,700	1
106	Bend Truck Scale Site	Grading and paving	25,600	1
107	Lava Butte Paving Project	Paving	90,000	1
108	Century Drive	Oiling	17,700	1
109	Central Oregon Highway	Oiling	23,600	1
110	West Unit, Fort Rock Road-Brothers	Paving	251,600	1
111	Hampton-Sage Hen Hill	Paving	156,700	1
112	Willamette Jct.-Diamond Lake Jct.	Oiling	111,100	1
113	Diamond Lake Junction—Lenz Road	Paving	123,500	1
114	Klamath Falls Section	Grading, paving, structures and traffic signals	1,564,700	5
115	North Unit, Weston to Milton-Freewater	Grading and paving	649,400	1
116	N. E. 5th Avenue (Milton-Freewater)	Grading and paving	19,400	1
117	East Unit, Weston-Weston Mountain	Grading and paving	398,800	1
118	Umatilla-Stanfield	Bridges	27,500	1
119	Umatilla-Mission Highway	Grading, oiling and bridge	328,200	1
120	Ukiah-Forest Boundary	Oiling	172,300	2
121	Forest Boundary-Hilgard	Oiling	165,800	1
122	Enterprise Section	Paving	177,000	1
123	Wallowa Lake Section	Guard rail	47,500	1
124	East Unit, Forest Boundary-Haines	Grading and oiling	456,600	1
125	Sumpter-McEwen	Grading and oiling	324,000	1
126	Mason Siding-Poker Creek	Grading and oiling	132,900	1
127	Halfway Junction-Copperfield	Oiling	280,900	1
128	Cummings Pass-Fossil	Grading and oiling	509,400	1
129	Pioneer Creek-Service Creek	Grading and oiling	597,000	1
130	Burns Junction-Wrights Point	Grading and oiling	308,500	2
131	Lawen-Crane	Paving	87,700	1
132	Juntura-Harper Junction	Grading, paving and structures	2,003,700	3
133	West Unit, Burrell-Vale	Grading and paving	90,900	1
134	Burns Junction Section	Grading and paving	94,100	1

Immediate and skillful attention to the normal wear and tear of use on Oregon's highways means safer, more economical driving for resident motorists, the tourist and vehicles of commerce. This section of the Willamette Highway, Ore. 58, represents all of Oregon's well cared for highways.

MAINTENANCE ACTIVITIES

Highway maintenance includes not only the work necessary to preserve the highways to the standard to which they were constructed, but also includes traffic service or "operation" activities necessary to facilitate the flow of traffic such as snowplowing, sanding icy pavements, painting traffic lines, operating traffic signals, operating drawbridges and ferries, the flagging and signing of slides, washouts, floods, and other dangerous road conditions.

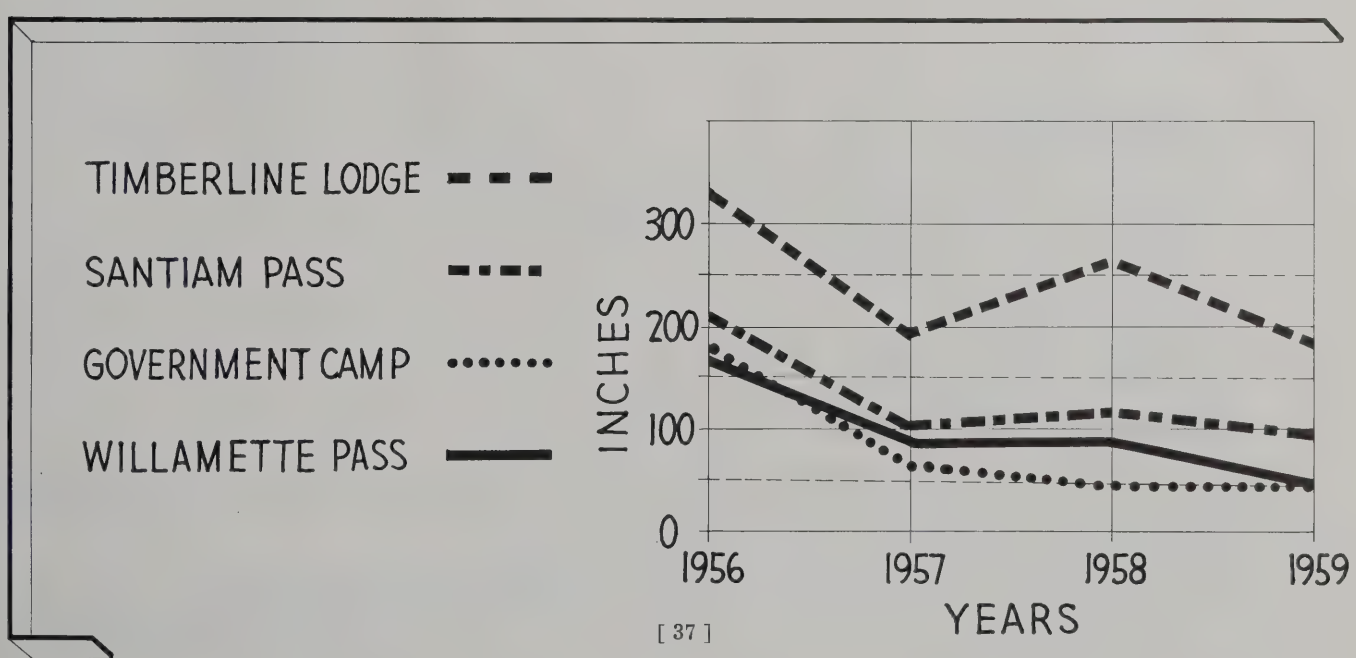
In addition, the Maintenance Division administers the operation of a self-supporting Equipment Department which provides cars, trucks, graders, and other highway equipment on a rental basis and maintains repair shops and stock rooms at strategic locations throughout the State; maintains and operates a short-wave radio system to facilitate communication for both Highway and State Police Departments; publishes and broadcasts a daily road condition and weather report during winter weather; operates a system of field reports of accidents. In addition it prepares claims and billings for damage to highways, highway structures and equipment for use of the Legal Division in attempting to recover damages. These recoveries were in excess of $44,000 in 1957, $46,000 in 1958, and $35,000 in 1959.

The Maintenance Division operates a Property Control system that protects and preserves the Highway Department's investment in small tools and miscellaneous property. Property Control also maintains and operates a number of buildings throughout the State. These include offices for Highway Personnel, State Police, Motor Vehicle Division, and Public Utilities Commission; garage, shop, and storage facilities; truck scales and service stations; and residences for Maintenance employees at mountain summits and other isolated headquarters.

The Maintenance Division administers a safety program designed to promote safe operation of cars and road maintenance equipment and the prevention of accidents and personal injury.

Weather is a critical factor in highway maintenance as heavy rains, cloudbursts, floods, washouts, slides, heavy snowfall, ice, extreme cold and frost, all aggravate the difficulties and multiply highway maintenance and traffic service cost. The past biennium was favored with moderate weather with no disastrous storms or extremes of cold, rain, or snow. On the mountain passes, accumulated snow was considerably less than the record depths piled up during the winter of 1955-56. Roadside snow on four mountain passes receiving heaviest snowfall reached maximum depths during March, each year, as follows:

MAXIMUM SNOW DEPTHS ON THOSE SUMMITS RECEIVING THE HEAVIEST SNOWFALL



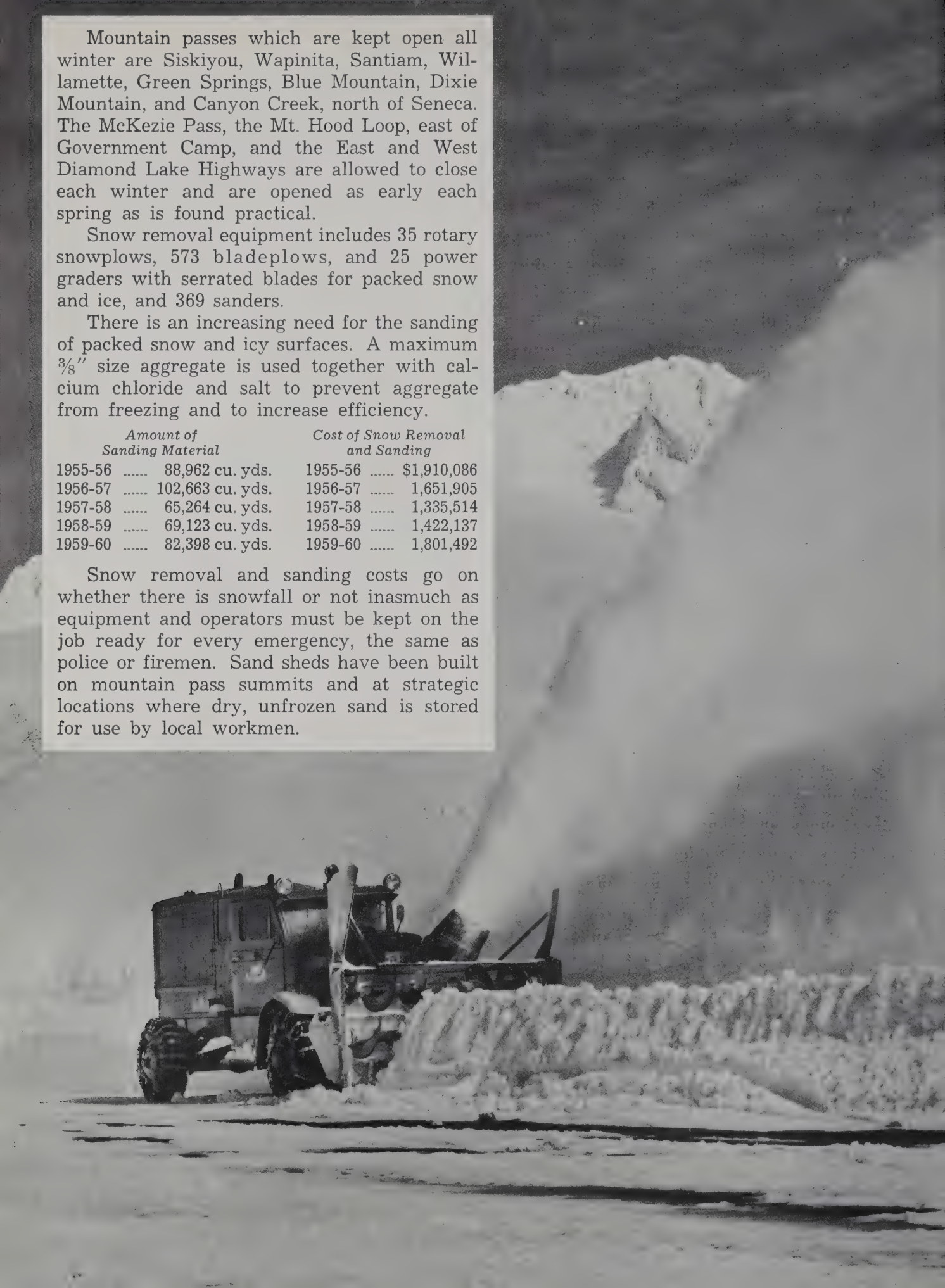
Mountain passes which are kept open all winter are Siskiyou, Wapinita, Santiam, Willamette, Green Springs, Blue Mountain, Dixie Mountain, and Canyon Creek, north of Seneca. The McKezie Pass, the Mt. Hood Loop, east of Government Camp, and the East and West Diamond Lake Highways are allowed to close each winter and are opened as early each spring as is found practical.

Snow removal equipment includes 35 rotary snowplows, 573 bladeplows, and 25 power graders with serrated blades for packed snow and ice, and 369 sanders.

There is an increasing need for the sanding of packed snow and icy surfaces. A maximum $\frac{3}{8}''$ size aggregate is used together with calcium chloride and salt to prevent aggregate from freezing and to increase efficiency.

	Amount of Sanding Material	*Cost of Snow Removal and Sanding*
1955-56	88,962 cu. yds.	$1,910,086
1956-57	102,663 cu. yds.	1,651,905
1957-58	65,264 cu. yds.	1,335,514
1958-59	69,123 cu. yds.	1,422,137
1959-60	82,398 cu. yds.	1,801,492

Snow removal and sanding costs go on whether there is snowfall or not inasmuch as equipment and operators must be kept on the job ready for every emergency, the same as police or firemen. Sand sheds have been built on mountain pass summits and at strategic locations where dry, unfrozen sand is stored for use by local workmen.



ORGANIZATION

Routine highway maintenance work is performed by 133 Section Crews, each headed by a Section Foreman who is responsible for certain segments of highway near their headquarters. Several Section Crews are supervised by a District Maintenance Superintendent, and in turn, three or four District Maintenance Superintendents and their Section Crews are supervised by a Division Engineer.

The Section Crews, under the supervision of the District Maintenance Superintendent, carry on everyday maintenance and operation activities to protect the roadway and roadside from deterioration, to provide a safe, smooth surface, and a pleasant roadside at all times. They clean ditches and culverts to facilitate rapid runoff and protect the highway grade against poor drainage, seepage, and softening of the subgrade. They remove fallen rocks, trees, and slides to reduce the danger to the traveling public and to keep drainage open. They clean up trash and litter to maintain an attractive right of way. They sweep pavement, intersections, and bridges. They cultivate and care for shrubs, trees, and grass, not only to maintain a pleasant appearance but to prevent washing and scouring of slopes. They spray noxious weeds to prevent them from spreading to neighboring fields and foster the growth of sod which deters weed growth. Trees and shrubs restricting sight distance are trimmed or removed along with trees that are potentially hazardous to the highway user. They maintain and service roadside rest areas, park roads, and parking areas. They patrol their sections during stormy weather and warn motorists of danger from slides, washouts, high water, and other hazards that arise. They plow snow and sand icy pavement all hours of the day and night, workdays, Sundays, and holidays, to facilitate travel in winter weather.

In addition there are extra gang crews, many of which are organized on a seasonal basis only, which handle major pavement repair, reoiling projects, bridge repairs, building repair, drainage tunnel construction and repair, sign and signal installation and traffic line striping.

The number of District Maintenance Superintendents was recently reduced from 19 to 16. The reduction was made possible by more efficient communications, equipment and an increase in skill on the part of the crews themselves. In addition there are 4 Bridge Superintendents, 2 Sign Superintendents, 1 Traffic Line Superintendent, and 1 Electrical Superintendent, who all supervise crews performing respective specialized duties under the general direction of the various Division Engineers.

There are 3 Assistant Maintenance Engineers who handle statewide the supervision of (1) bridges, buildings, and ferries, (2) signs, signals, and traffic lines, and (3) paving, reoiling, and other extra gang work. The overall number of maintenance employees are as follows:

Date	*1954*	*1955*	*1956*	*1957*	*1958*	*1959*	*1960*
Jan. 1	1803	1731	1841	1818	1824	1775	1739
July 1 ..	1874	1871	1931	1975	1918	1853	1762

Every effort is made to arrange work schedules so that year-round employment can be assured to as large a portion of the department personnel as possible. Transfers from summer seasonal to winter seasonal work result in retaining experienced and dependable workmen who, as career employees, are devoted to the public interest.

In addition to the highway maintenance work performed by State forces, considerable maintenance activity is done by contract each year:

	1955	*1956*	*1957*	*1958*	*1959*
Reoiling of highways	$ 57,324	$ 361,790	$ 292,788	$ 162,342	$ 13,692
Miscellaneous bridge repair	48,301	106,247	93,134	25,172	20,554
Repainting major bridges	86,130	88,545	37,001	39,793	66,329
Crushed Rock Production	986,072	921,412	993,483	844,645	1,111,473
Miscellaneous	18,593	62,725	1,166	20,680	88
Total	$1,196,420	$1,540,719	$1,417,572	$1,092,632	$1,212,136

Asphalt, gasoline, kerosene, oil, tires, and other materials and supplies are purchased by annual contracts awarded by the Department of Finance on competitive bids. Cars, trucks, and other road maintenance equipment as specified is purchased for us by the Department of Finance, also, on a competitive basis. Field and emergency purchases of materials or supplies are all made in compliance with Department of Finance regulations and requirements of the Oregon Statutes.

SURFACE MAINTENANCE

Oregon pioneered the plan of patching pavements with hot aspaltic mix produced in State-operated plants that move from setup to setup as needed. The plan has proven most effective and economical for repair of breaks, re-enforcement of weak areas, and restoration of the smooth riding highway surface.

Seven paving plants were sent out in 1957, eight in 1958, eight in 1959, and five in 1960. The availability of commercially produced hot asphalt mix made possible the reduction of paving plants. The commercial hot mix used is the same as that produced by the State's portable plants and reduces personnel required to State force Street Crews only. In 1958 there were two Street Crews, in 1959 five, and in 1960 three Street Crews laying commercially produced hot mix.

During the past three years the department has purchased some commercially produced and laid hot mix asphalt. The necessity of providing inspectors to lay out and supervise the work and the lack of experience on the part of contractors in laying small irregular patches results in a higher cost than when the work was accomplished by State crews. This practice has been discontinued.

Hot Mix Patching	*1957*	*1958*	*1959*
Tons laid from State Plants by State Crews	167,712	163,201	159,256
Tons laid from Commercial Plants by State Crews	22,421	27,588	51,404
Tons laid by Contractors	1,510	6,584	868
Cost per Ton	$8.93	$8.92	$8.72

State Force Oil Crews placed 1,550,600 gallons of asphalt as seal or reoil at a cost of 38.8 cents per gallon in 1957 and 1,758,600 gallons in 1958 at a cost of 38.0 cents per gallon. In 1959 three Large Oil Crews placed 1,746,436 gallons at a cost of 37.5 cents per gallon and one Small Oil Crew placed 248,923 gallons at a cost of 29.8 cents per gallon.

In 1958 five pavement burners of a new design were constructed in the Salem shop and an accelerated program of burning undertaken

Highway Department's ingenious pavement burner removing dangerous oil slick from asphaltic concrete highway surface. See text above.

to nonskid slick sections of pavement throughout the State. The burner unit consists of a flat-bed truck with a burner hood suspended at the rear. The truck on which the burner is mounted is modified by the installation of two additional standard four-speed transmissions, one behind the other. These enable the truck to operate at a smooth uniform speed ranging from three feet per minute to 45 miles per hour. A motor tachometer permits the driver to control his driving speed accurately. The burner hood is 92″ wide, 73″ long, and 30″ high. It is enclosed on three sides, only, the rear being left open to facilitate the escape of flames, smoke, and heat. After considerable experimenting, it was determined that a lightweight stainless steel hood is the most efficient. It requires less labor for fabrication and wears longer under the extreme heat. The hood mounts five 8-inch propane burners which are manufactured in the highway shop. These are placed almost vertically within the hood to provide a powerful down draft flame which burns the excess asphalt as it passes over the highway surface. The truck carries a 500-gallon propane tank equipped with regulators, valves, and pressure gauges to meet state and federal safety codes. The truck carries two 15 lb. CO 2 fire extinguishers and one pyrene extinguisher. A 400 gallon tank truck also is available in event of grass fires.

The burning has been intermittent. The slickest sections, the most hazardous intersections, curves, hills, etc. have been nonskidded first to reduce the traffic hazard. During the year 1959, the Department burned 499 miles of two-lane highway in Oregon at a cost of $315 per mile. It is expected to balance burning costs with savings realized by a reduction in the amount of sanding required, the amount of material used, and in the cost of applying sand to the highways. It is also expected that there will be a reduction in the number of midnight calls for emergency sanding.

SIGNING AND LINING

The installation and maintenance of signals and signs and the painting of traffic lines are performed by State crews under the supervision of the Assistant Maintenance Engineer. In the sign shops at Salem, signs are constructed, painted and stored, and posts and lumber seasoned. Electrical work on signals, signs, bridges, buildings, tunnels, and other illumination is performed by 10 electrical crews.

In addition to the center stripe, multiple-lane and no-passing stripes, an edge stripe has been added on heavy traveled routes. Reflectorized sight posts are placed on new jobs and on many other heavy traffic sections for safety at night and in fog.

Five striping crews, operating in 1957, placed 11,545 miles of traffic line and used 90,000 gallons of traffic line paint. In 1958, they placed 12,206 miles of traffic line and used 81,337 gallons of paint. In 1959, they placed 14,080 miles of traffic line and used 97,821 gallons of paint. There are two types of traffic line, one being a nonreflectorized type which is used on oil macadam and secondary highways where traffic volume is low, and a beaded type on which the paint is applied 50% heavier and beads are dropped into the wet paint to reflect light and increase visibility at night. The heavier paint and beads double the life of the line. The beaded line naturally costs more per mile than the plain line, and more beaded line is being painted each year. The average cost of all line painted in 1958 was $28.05 per mile and in 1959 $30.27 per mile.

MINOR BETTERMENT

Minor Betterment work consists of miscellaneous small improvement supplemental to construction projects and minor additions to existing highway facilities. It includes those small additional improvements that are found necessary but which were not previously constructed or anticipated.

The work often includes installation of additional culverts, ditches, drains, tunnels, catchbasins, guard fence, sight posts, traffic signals, illumination or channelizing facilities. In some cases sharp curves are widened, wooden culverts replaced with permanent type structures, footpaths are constructed, or sidewalks added to bridges.

A portion of this work that can be scheduled far enough ahead to permit preparation of plans and specifications is let by contract. A large number of the small projects, however, due to their limited size, urgent need, isolated location, or the requirement of specially trained crews or special equipment, are performed by State forces.

Investigations made early in 1959 disclosed that Oregon was not conforming strictly to the system of uniform accounting adopted by the Association of State Highway Officials and steps were taken to correct our method of bookkeeping to conform therewith. This resulted in a greater portion of the work performed by State forces being classified as minor betterment and, although there was no change in the amount and kind of work being performed, there was a considerable increase in the amount charged on the books as minor betterment. This change is reflected in the cost records quoted below:

	Minor Betterment Work		
	1957	*1958*	*1959*
State Force	$ 550,865	$ 434,944	$1,865,621
Contracted	170,108	169,236	81,776
Total	$ 720,973	$ 604,180	$1,947,397

EQUIPMENT

A self-supporting Equipment Division furnishes and repairs all Highway Department equipment needed for engineering, transportation, road building, and maintenance. Rent is charged on each item to cover depreciation, repair, and maintenance. Repairs are made at five shops located at Salem, La Grande, Bend, Klamath Falls, and Coquille. There is a superintendent in charge of each shop, all under the direction of the Equipment Superintendent at Salem. Supplies and parts are purchased, stored and dispensed from storerooms in connection with the shops.

Expenditures for new rental equipment such as cars, trucks, graders, engineering instruments, etc. in 1957 were $1,153,000, in 1958, $1,419,537, and in 1959, $1,787,617. Some of the increased expenditure was for additional transits, levels, and cars for survey crews on the accelerated construction program. Some of the increased expenditure was authorized to accelerate replacement purchases so that the used equipment can be retired sooner. Increased efficiency of the crews, reduced lost time from breakdowns, reduced repair costs, and higher resale credits, are expected to more than offset increased procurement costs.

Sales from storerooms in 1957 were $1,639,500 and credits for repair jobs were $1,663,000. In 1958, sales were $1,538,912 and credits for repair jobs $1,637,965, and in 1959 sales were $1,596,870 and credits for repair jobs $1,730,833. All of this was charged out to the jobs on which the supplies or equipment were used.

Scrap metal, tires, junk, and old and worn-out cars, trucks, and other equipment are sold at advertised oral auction sales conducted by the Department of Finance.

A program of preventive maintenance is carried on, and field inspectors cover the state inspecting each piece of equipment on the job, paying particular attention to mirrors, windshields, swipes, brakes, lubrication, and tires to assure that equipment is being properly serviced and maintained in good operating condition at all times.

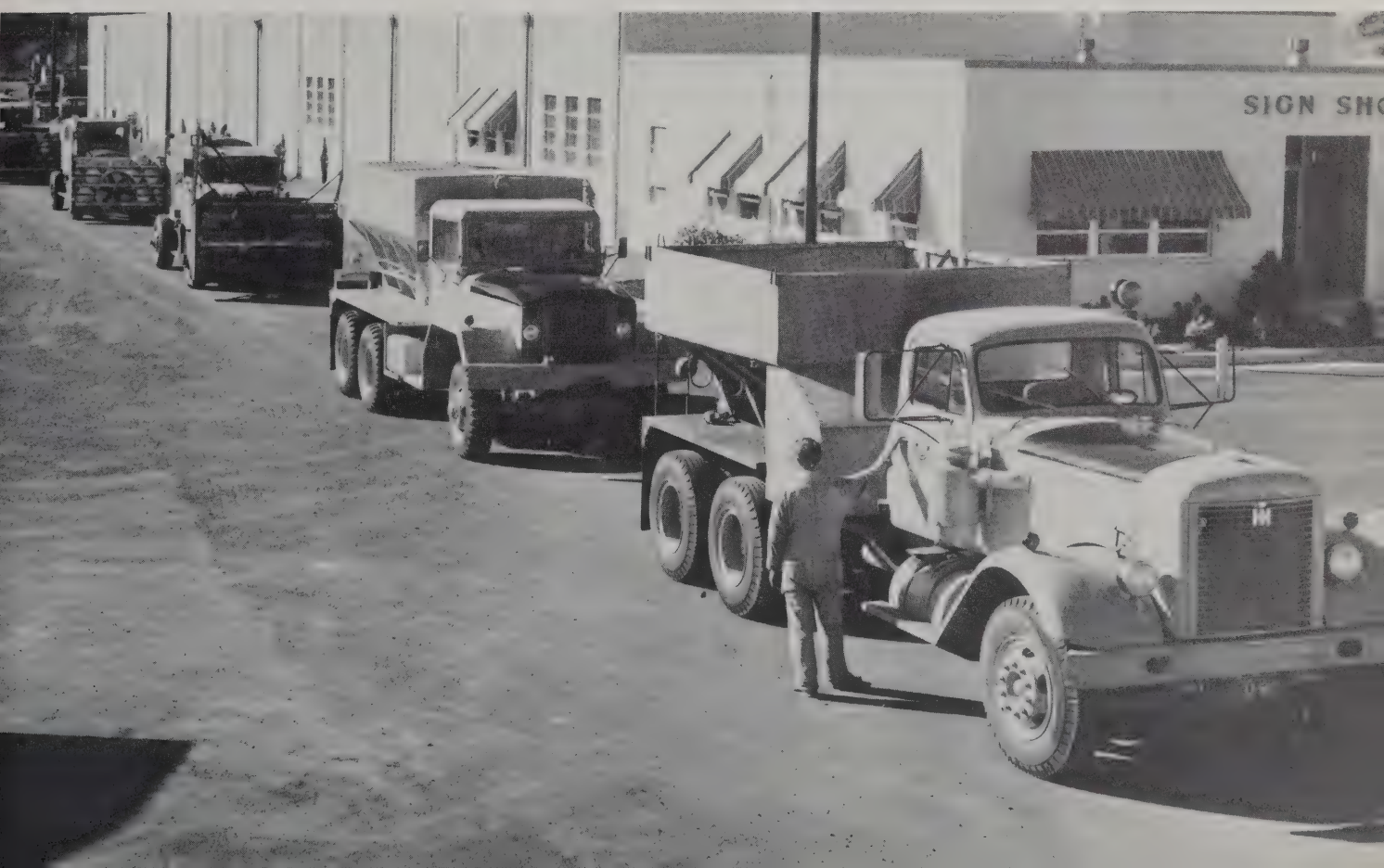
Due to our participation in the Federal Aid Highway program, we have been made eligible to purchase Government Surplus property and material through the U. S. Bureau of Public Roads. From August 1957, to July 1, 1960, the Highway Department purchased U. S. Government Surplus property with an acquisition cost of $1,207,074 at a cost of $201,166. We have items on order valued at $149,700 which, if and when received, will cost $16,442. The State Highway Commission, by arranging satisfactory leases, made it possible for Oregon counties to participate in this program. From May, 1959, to July 1, 1960, the Highway Department purchased, for lease to counties, surplus property with an acquisition value of $309,185 at a cost of $38,704, which was paid to the Department by the counties. The counties have items on order valued at $114,305 which, if and when received, will cost $19,124. Many orders for surplus property are never filled due to agencies with a higher priority taking the items ordered.

RADIO

The Highway Department radio system has 41 base stations and 485 mobile units. The State Police have an additional 31 base stations and a large number of mobile units. The Department uses 24 pack sets on location surveys and in emergencies. The police use 14 pack sets. Separate wave lengths for Highway and for Police have been installed at most points because of the increased traffic.

We are completing the change-over to the narrow band requirements imposed by the

Normal life of highway signs is 5 to 8 years, but vandals annually steal $50,000 from Oregon taxpayers by thoughtless damage as shown above. Maintenance department sign section is responsible for keeping up all highway signs. Specialized equipment accounts for much of Oregon's investment in easier, safer driving. Long before the snow flies in mountain passes, the maintenance department's sanders, rotary and push plows are given a final check in the Salem shops and dispersed to await winter's onslaught, below.



Federal Communications Commission. This has involved the modification of much equipment, and in many cases, the purchase of new equipment. The narrow bands, however, made more channels available for communication and have permitted many other agencies to establish radio systems of their own.

A teletype system covering Salem headquarters with 8 instruments and all outside divisions and shops with 11, total 19, has been installed for quick, accurate communication. Telephone, radio, and teletype are handy at all times and are essential in disasters like storms, floods, slides, fires and wrecks, in the daily reporting of road conditions during the winter, and in keeping contact with drivers of cars, trucks and snowplows on the road.

ACCIDENT PREVENTION

A safety and accident prevention program is conducted to educate employees of the Highway Department in safe working practices. Safety meetings are held throughout the State at local headquarters for all employees in each area. All drivers have been given Porto-Clinic tests which determine depth perception, range of vision, and reaction time. Periodic checkups are made of those employees with low scores and older employees whose eyesight tends to change rapidly.

A program of First Aid instruction for foremen, Weighmasters, and other employees who come in contact with the traveling public, was started in 1957 in cooperation with the Accident Prevention Division of the Industrial Accident Commission. To date, 639 employees have received Standard First Aid cards; 88 Advanced cards; and 15 Instructor cards.

Safe Driver Awards are presented to equipment operators who have worked the entire year without a preventable accident. For 1958, 1,043 awards were presented, with 167 of them 9-year awards. For 1959, 1,051 awards were presented, with 160 of them 10-year awards. There are 133 section maintenance crews in the Department, and in 1959 we presented 38 Awards of Merit to crews who had worked the entire year without having had a preventable vehicle accident or a personal injury.

Records covering all accidents, both vehicle and personal injury, are kept so that each employee's individual accident record is available. Each year summaries are made of all accidents. Our frequency rate, number of accidents per 100,000 miles operated, was 1.47 in 1951 when the safety program was started. In 1959, it was 1.16. Our vehicle accidents decreased from 330 in 1951 to 283 in 1959, a reduction of 14%. The first six months of 1960 compared to the first six months of 1959 shows a further decrease of 15%.

As a safety measure, new applicants for employment in the Maintenance Division, with special emphasis on equipment operators, are required to take a performance driving test and a Porto-Clinic test. Each applicant is interviewed and his past driving record examined so as to employ only the best qualified men available in the hopes that our safety record will be improved through the years to come.

BRIDGE MAINTENANCE

Bridge mainenance on highway and state park bridges is performed by eighteen state bridge crews located at strategic locations throughout the state. The work of these crews is supplemented by contract projects wherever possible. Routine bridge maintenance, for the most part, consists of replacing worn out parts, repair of damage, maintenance of deck surfaces, and repainting of the structures. A large amount of this work can be anticipated far enough in advance for the preparation of plans and specifications and advertising for bids for contract work. Most of the painting of steel bridges is let by such contracts. Replacement of worn-out or obsolete structures is most generally done by contract. The pile driving, repair of docks and ferry terminals at Astoria, Oregon-Megler, Washington, is generally contracted as the State does not maintain suitable equipment for this type of work.

Emergency maintenance involves the repair and replacement of structures damaged or destroyed by floods, storms, collisions and slides. Emergency maintenance requires immediate attention and, at times, requires crews to work continuously until normal traffic is restored. Major floods may result in damage to a number of structures in the flood area which would require a full season's work for all the crews in the district and the postponement of all scheduled work in the area. Minor

damage to structures caused by flash floods, slides or collision between traffic and the structures is most often repaired and traffic restored in a few hours.

Part of the regular program is the replacement of timber structures with more permanent materials, such as concrete or steel, as they reach the end of their safe service life. In this manner it is possible to reduce future maintenance. Due to this program, it has been possible to eliminate two bridge crews and one Division Bridge Superintendent in the past two years.

The new construction program is adding many new structures to our system. However, most of the new bridges are of the grade separation type and are more easily maintained than structures over waterways.

DRAWBRIDGES

In the western part of the State, there are 23 drawbridges, of which the six following are manned full time for immediate service to river traffic:

1. The Interstate Bridges on the Columbia River, between Portland, Oregon, and Vancouver, Washington, consist of twin three-lane structures, each carrying one-way traffic.

   These bridges are operated and maintained by the State of Oregon. The tolls are collected by the Washington Toll Bridge Authority, and all cost are paid from the funds collected.

2. The Steel Bridge over the Willamette River in Portland. The State leases the car deck of this bridge from the railroad owners, who operate the lift span. The state employees involved control highway traffic only.

3. Youngs Bay drawbridge at Astoria.

4. Lewis and Clark drawbridge at Astoria.

5. Umpqua drawbridge at Reedsport.

6. The South Slough Bridge at Charleston.

There are 17 other drawbridges that are opened on request. Nine of these structures have not been opened for several years.

DRAINAGE TUNNELS

At several locations throughout the State, we have constructed drainage tunnels to stabilize slide areas. No new tunnels have been constructed during this biennium. Many tunnels that have successfully corrected drainage problems are maintained as tunnels until the timbering needs replacing, at which time perforated pipe is installed and the tunnels backfilled with gravel or other pervious material. This eliminates retimbering costs and allows the tunnel to function as a drainage structure. In 1955, we had over 15,000 lineal feet of drainage tunnel of which approximately 9,700 lineal feet has been backfilled leaving approximately 6,600 lineal feet of tunnel in service. During the biennium, 3,980 lineal feet of drainage tunnels were backfilled and more are scheduled for next year.

ASTORIA-MEGLER FERRY

The only State Highway Department operated ferry is the Astoria, Oregon to Megler, Washington ferry, taken over by the Highway Department in June of 1946, and has been operated by the Department since that time. The State owns the ferry vessels, the docks and operating facilities. The ferries are operated by a contractor, who furnishes the operating personnel, fuel, liability insurance and services to the public—such as food, rest rooms and the restaurant at Megler. The State maintains the vessels, landings, docks and river channel, and employs the ticket agents, and furnishes marine insurance on the vessels, docks, etc.

Three ferry vessels are now owned by the State and all are needed to carry tourist traffic during the months of July and August. During the winter months, one vessel takes care of all the traffic. The ferries annually transport about 123,000 cars and trucks which in 1959 cost $382,048, for which we collected in fares $226,699—resulting in a deficit of $155,349. The deficit is due to the fares remaining unchanged since the State started the operation, while the cost of operation has almost doubled due to higher wages, increased cost of maintenance and increased service to the traveling public.

In 1958, $24,400 was expended in dredging the ferry channel, in 1960, an additional

amount of approximately $20,000 was expended for this purpose.

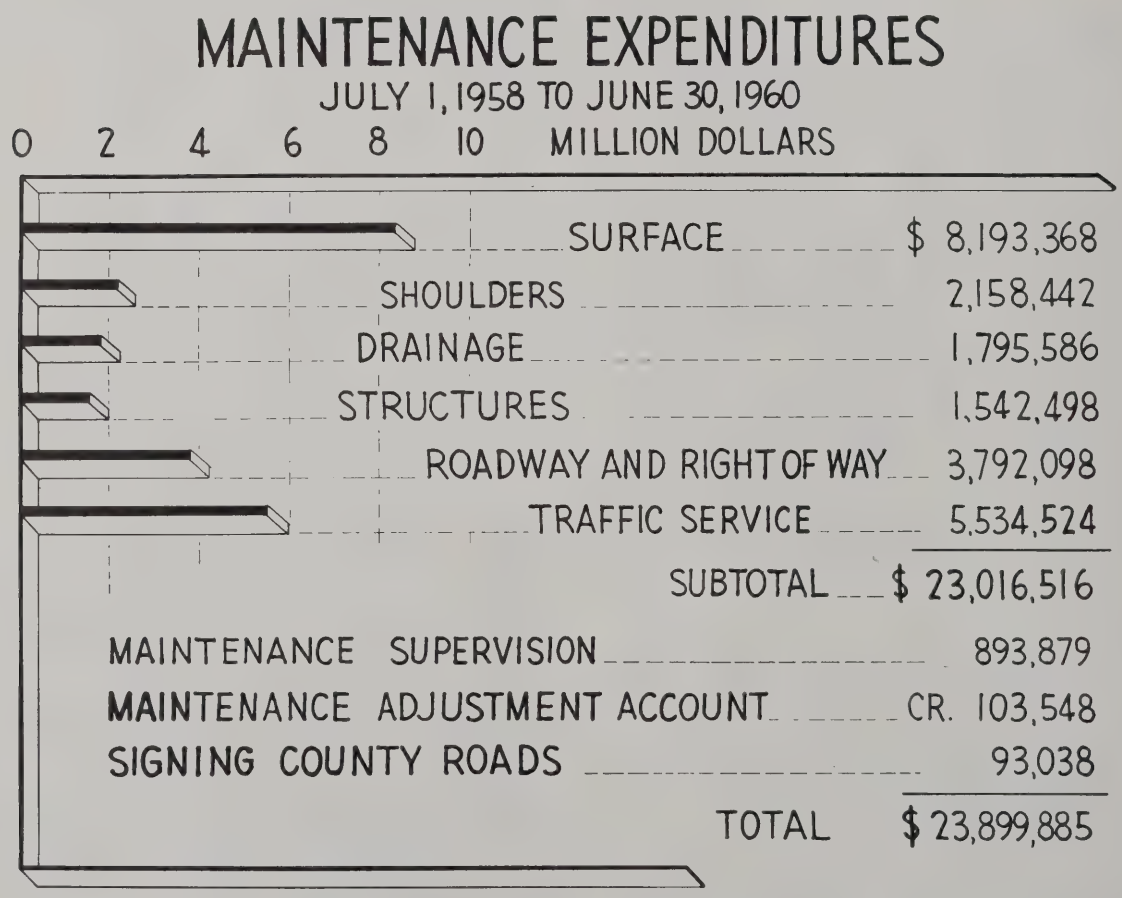
The three vessels now operating are: (1) MV Tourist II, a wooden vessel constructed in 1924; (2) MV Tourist III, a wooden vessel built in 1931. Both of the above vessels are reaching the age where maintenance costs are high in order to meet the standards set by the U. S. Coast Guard and the American Bureau of Shipping, and will soon need to be replaced; (3) MV M. R. Chessman, a steel hull vessel built in 1948.

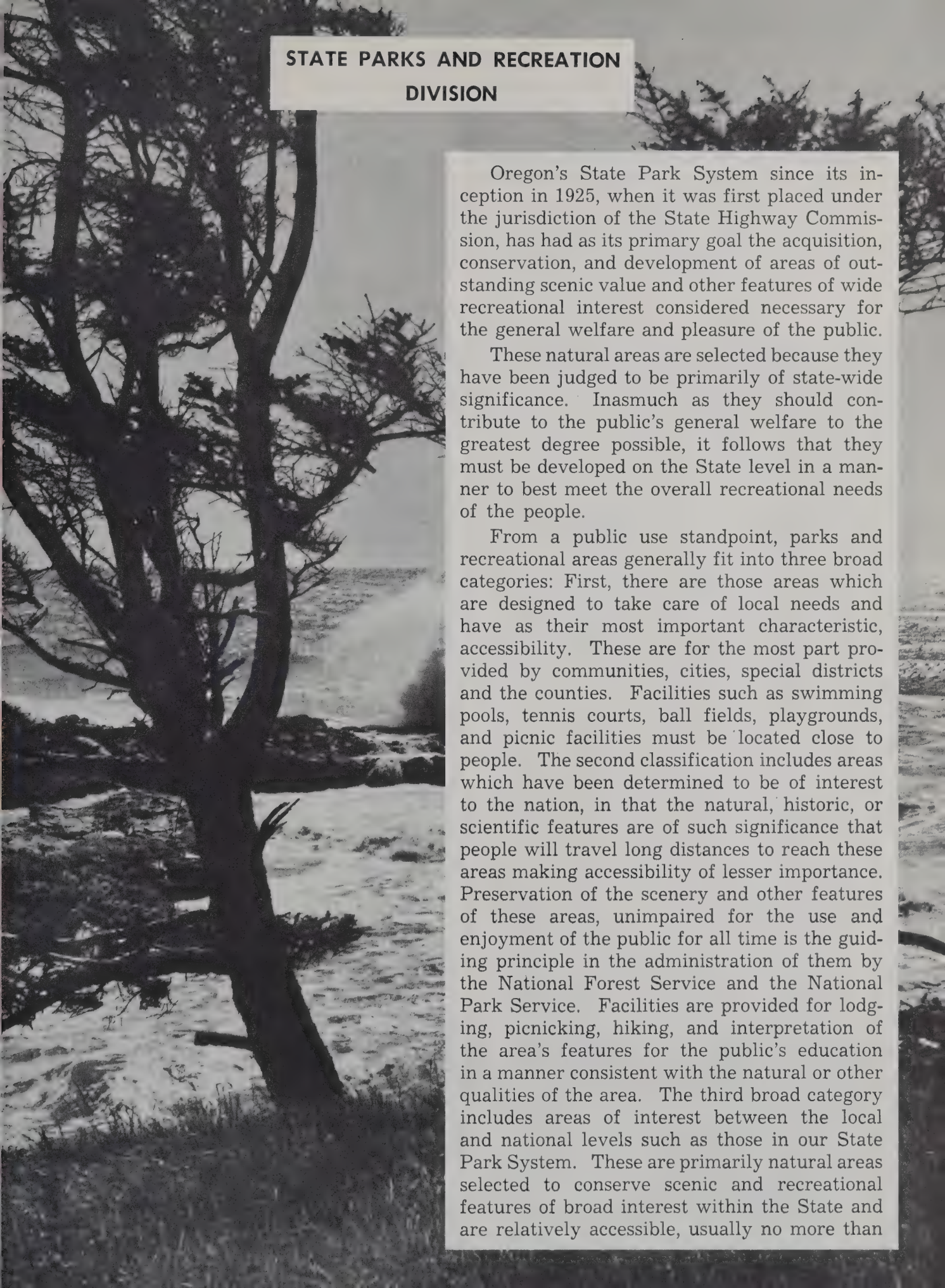
BUILDINGS

The State bridge crews also maintain, repair and make additions and alterations to State owned office, shop, residential and storage buildings throughout the State. These buildings, numbering over a thousand in all, provide for office, shop and storage space for the Salem headquarters, five division headquarters, 16 districts and 133 section crews. Included are five equipment repair shops and other units including 22 State Police offices. We also furnish office space for the Department of Motor Vehicles and for the Public Utilities Department at several locations throughout the State. Two office buildings are now under construction—one at Baker and one at Medford. Others are planned for future construction.

At some of our isolated maintenance stations, the State furnishes and rents living quarters to its employees. There are now 75 housing units at 26 such stations, and at four mountain summit stations, trailer shelters are furnished, for seasonal employees who own trailers.

The State also maintains a system of truck scales located throughout the State for use by the weighmasters and the State Police.





STATE PARKS AND RECREATION DIVISION

Oregon's State Park System since its inception in 1925, when it was first placed under the jurisdiction of the State Highway Commission, has had as its primary goal the acquisition, conservation, and development of areas of outstanding scenic value and other features of wide recreational interest considered necessary for the general welfare and pleasure of the public.

These natural areas are selected because they have been judged to be primarily of state-wide significance. Inasmuch as they should contribute to the public's general welfare to the greatest degree possible, it follows that they must be developed on the State level in a manner to best meet the overall recreational needs of the people.

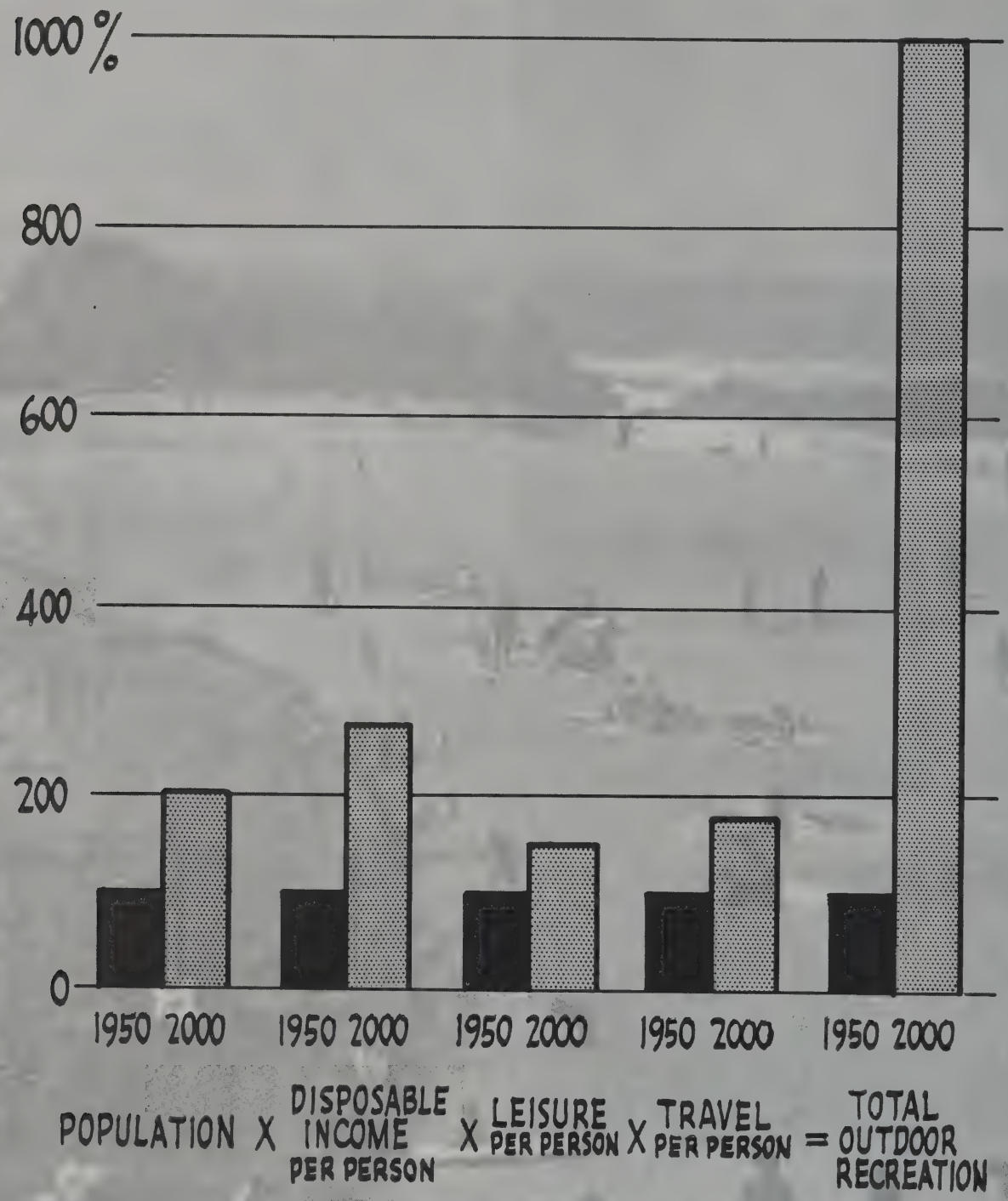
From a public use standpoint, parks and recreational areas generally fit into three broad categories: First, there are those areas which are designed to take care of local needs and have as their most important characteristic, accessibility. These are for the most part provided by communities, cities, special districts and the counties. Facilities such as swimming pools, tennis courts, ball fields, playgrounds, and picnic facilities must be located close to people. The second classification includes areas which have been determined to be of interest to the nation, in that the natural, historic, or scientific features are of such significance that people will travel long distances to reach these areas making accessibility of lesser importance. Preservation of the scenery and other features of these areas, unimpaired for the use and enjoyment of the public for all time is the guiding principle in the administration of them by the National Forest Service and the National Park Service. Facilities are provided for lodging, picnicking, hiking, and interpretation of the area's features for the public's education in a manner consistent with the natural or other qualities of the area. The third broad category includes areas of interest between the local and national levels such as those in our State Park System. These are primarily natural areas selected to conserve scenic and recreational features of broad interest within the State and are relatively accessible, usually no more than

a few hours drive for most users. Based on the premise that the justification for these areas is the use made of them, they are developed in a manner to promote the use and enjoyment of the natural features and generally provide facilities for picnicking, camping, fishing, boating, hiking and swimming.

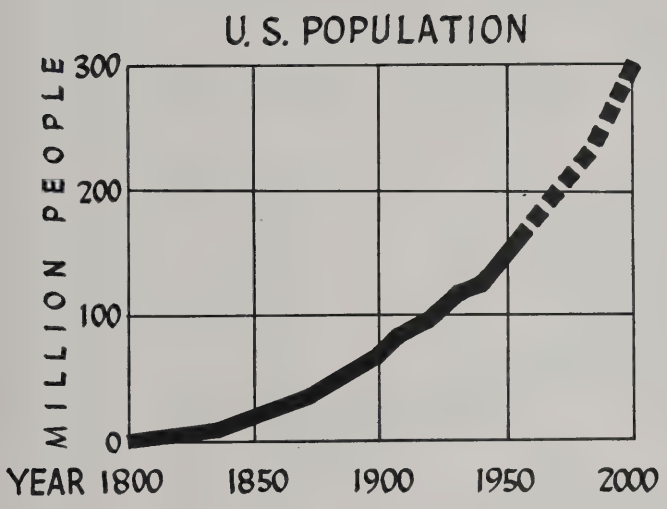
The use of State Parks in Oregon on both the national and local levels has increased rapidly during the past decade and all indications point toward a greater demand in the long range future.

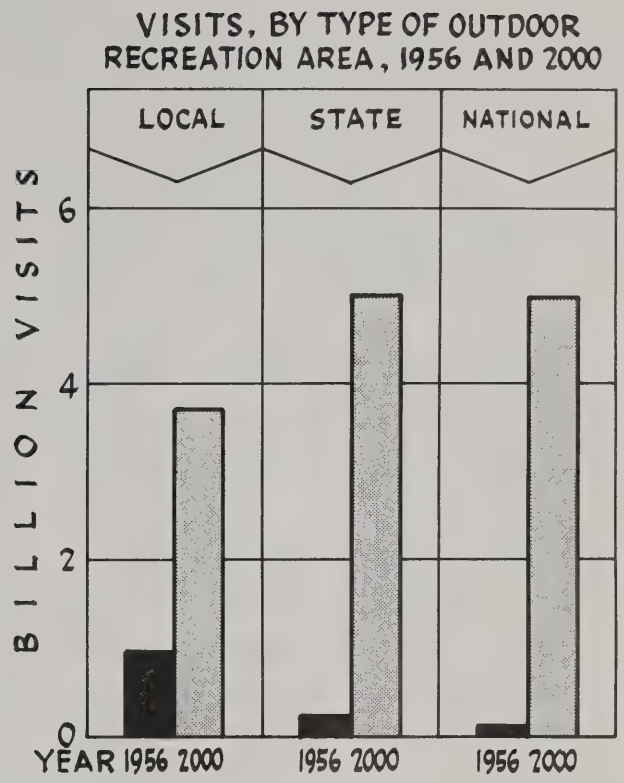
In order to gain a better idea of whether Oregon State Parks have met the demands of the past and are moving towards meeting them in the future, a number of graphs are presented showing trends in factors affecting outdoor recreation. In every case projected figures should be viewed in terms of ranges rather than in specific numbers.

NATIONAL RECREATIONAL DEMAND

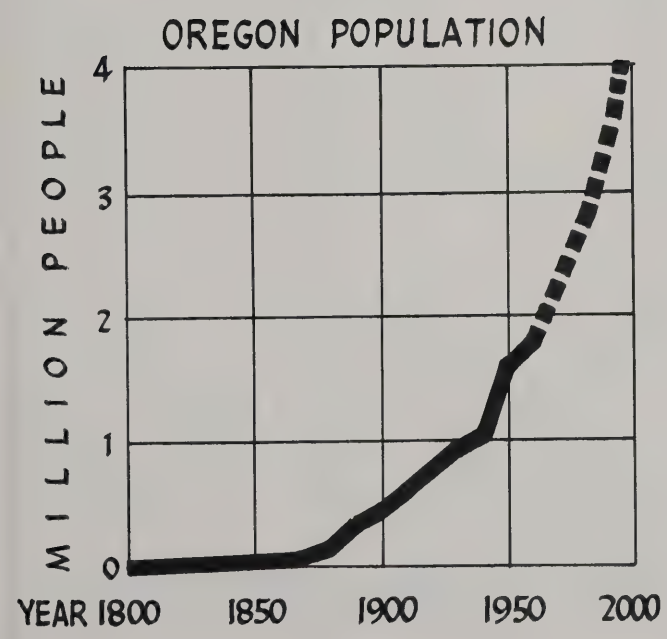


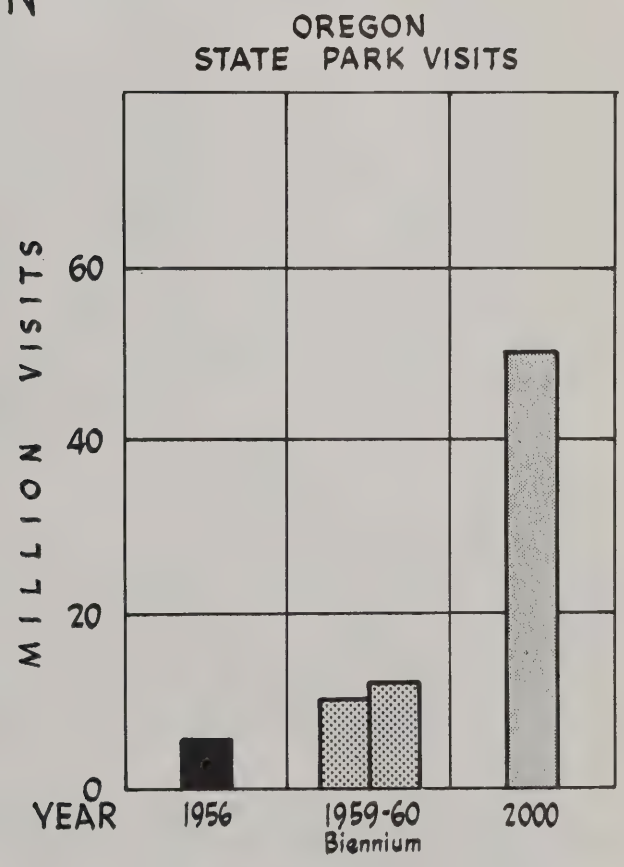
NATIONWIDE





OREGON





Accompanying graphs illustrate what has occurred and is expected to occur by the year 2000, reveals the nature of the growth problem nationally, as well as for Oregon. This may be more specifically illustrated on a short term basis by comparing the attendance at the ten most heavily used Oregon State Parks for the previous and current biennium periods which showed an approximately 30 per cent increase in use.

Name of State Park	Attendance 1957–58 Biennium	Attendance 1959–60 Biennium	Per Cent Increase or Decrease
Yaquina Bay	1,493,181	1,965,057	+31
Fort Stevens	483,981	842,830	+74
Rooster Rock	.....	753,414	.....
Sunset Bay	683,001	661,278	— 3
Wallowa Lake	568,620	708,276	+24
Honeyman	504,984	652,374	+29
Battle Rock	404,805	626,346	+54
Umpqua Lighthouse	517,284	532,689	+ 2
Boiler Bay	462,978	514,728	+11
Harris Beach	282,807	462,711	+63

While Oregon has maintained the highest per capita use of its State Parks for any state throughout the nation, severe overcrowding has not resulted despite rapidly increasing use which totaled 10,290,961 visitations in 1959. This lack of crowding has emphasized the far sighted planning of the Highway Commission which through its parks organization saw the need for an early land acquisition program.

Although the emphasis has shifted from acquisition to the development of these areas in the last ten years, the park system is still only about 50% developed. In keeping with the planning of the past and with a look to the future, some 2,038 acres have been added to the State Park System during the 1959-1960 biennium, with an additional 3,072 acres under negotiation.

Of the total acreage acquired during this biennium, 1,234 acres involved new park acquisitions and 804 acres were added to existing parks to relieve either existing or anticipated demands.

One of the most effective ways in which recreational demands can be met is through proper planning for the development of park areas.

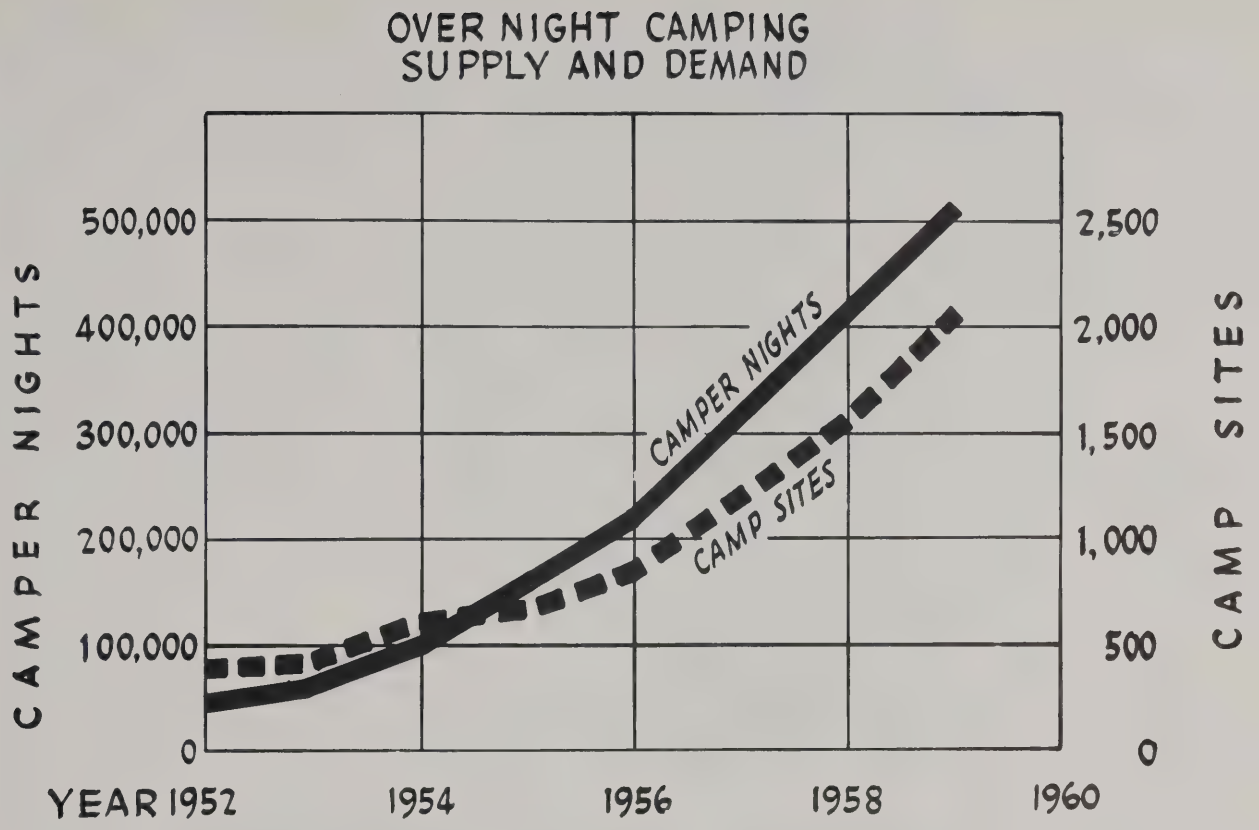
The public's preferences in outdoor recreation are watched closely and area and facility designs are developed which will provide for maximum utilization of the recreation resource and at the same time assure its preservation.

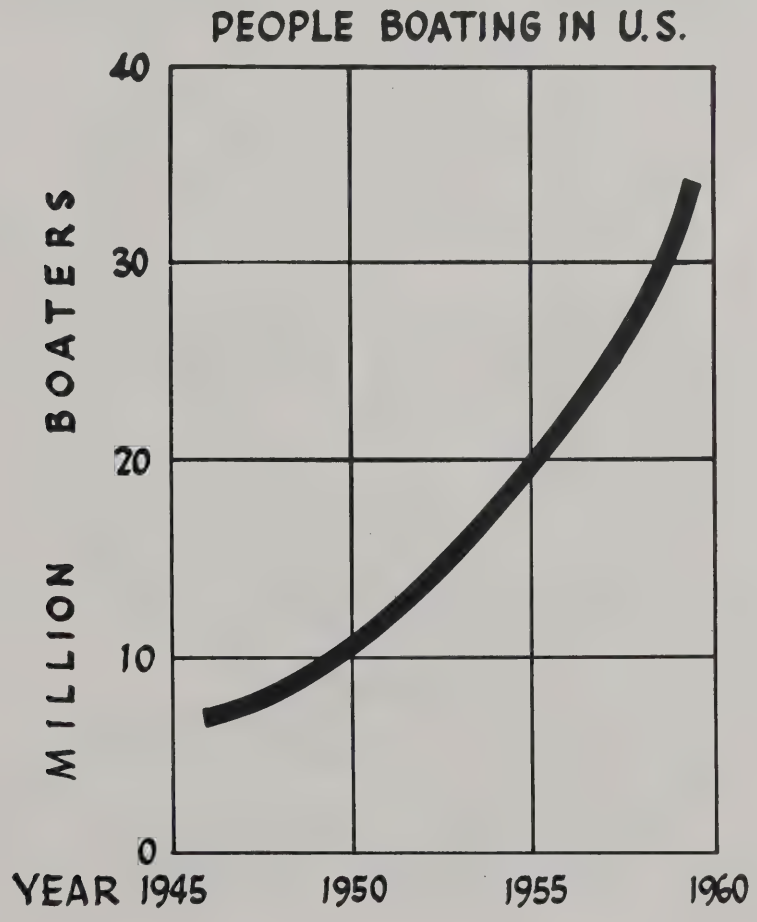
Over the last two years the trends toward overnight camping and recreational water use have continued their upward climb. Overnight camping in Oregon's State Parks was first authorized and provided for during 1952. During the biennium our records show a 75% increase in camping over the previous two-year period or an additional 388,611 camper nights. Also during the past two years, the department made available 396 new camp sites. At the present time 31 State Parks are equipped with 2,253 camp sites which in 1959 accommodated 517,061 camper nights. (See graph, right).

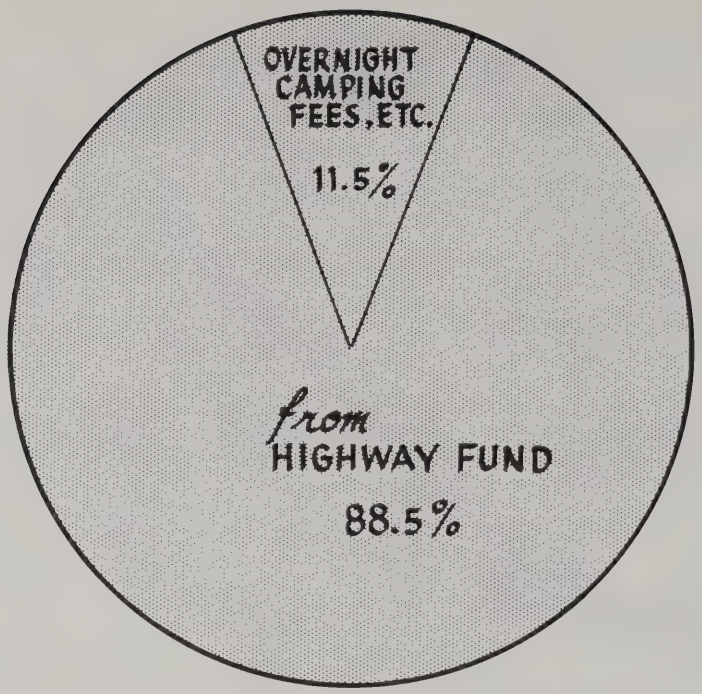
Water centered recreation, a postwar boom, like overnight camping has been taken into consideration in State Park planning and construction. Beach improvements, swimming facilities, boat landings, launching ramps, boat trailer parking areas, and buildings with showers and clothes changing facilities have been provided. Seventeen State Parks now have boat launching facilities and a total of 109 parks offer some type of water associated interest to the public.

The national trend in boating is indicative of what is occurring in Oregon. The number of pleasure craft in the United States has grown from 4,333,000 in 1952 to 7,330,000 in 1959, an increase of 69%, while the amount in dollars spent annually has increased from $720,000,000 to $2,085,000,000 or 189%.

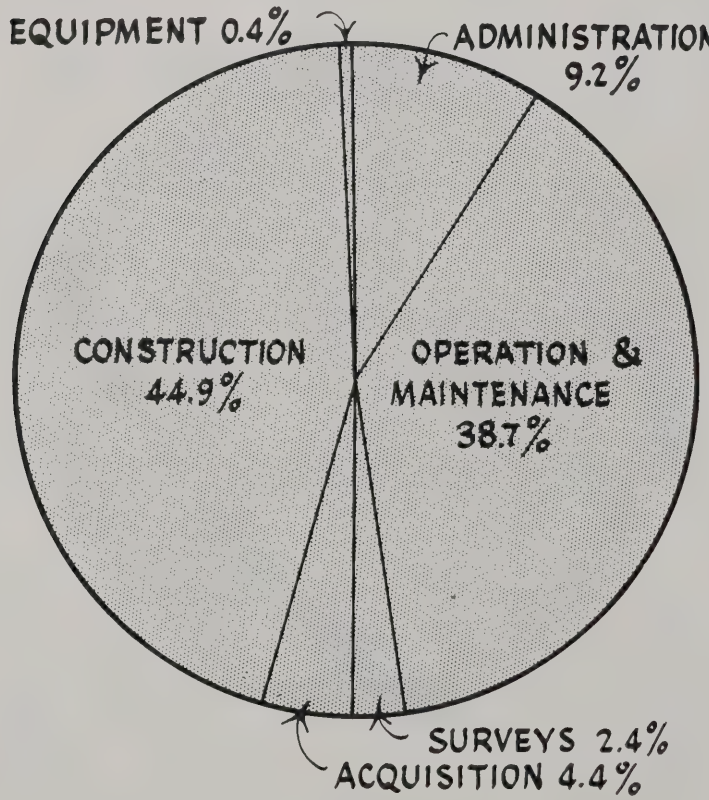
The accompanying graph shows the increase in boating interest throughout the United States after World War II.


OVER NIGHT CAMPING
SUPPLY AND DEMAND
CAMPER NIGHTS
500,000
400,000
300,000
200,000
100,000
0
CAMP SITES
2,500
2,000
1,500
1,000
500
0
CAMPER NIGHTS
CAMP SITES
YEAR 1952
1954
1956
1958
1960


PEOPLE BOATING IN U.S.
MILLION BOATERS
40
30
20
10
0
YEAR 1945
1950
1955
1960



STATE PARK REVENUE
1959-1960 BIENNIUM



STATE PARK EXPENDITURES
1959-1960 BIENNIUM $3,323,099

As the State Park System is developed, the operation and maintenance costs of the increasing number of park areas increases. More attention must be given to organization and mechanization, in order to maintain the high standards of upkeep and cleanliness at a minimum of cost.

The unique relationship of the Parks to the State Highway Department has been a contributing factor in a low overhead. The Road Maintenance Division, for example, assists in furnishing labor and equipment in the field as may be required, and in cases of emergencies or jobs requiring special equipment this can mean a real savings in time and money. The Road Maintenance Division maintains all park roads, bridges, and parking areas, out of funds allocated for that purpose, in conjunction with their road work.

State Park funds are furnished by the State Highway Commission out of their road user revenue. State Parks generate travel and also serve the highway and road user by providing conveniences for his use. A comparatively small amount of revenue is obtained from parks where special services or facilities are provided. This is based on the premise that the user should contribute towards the cost of at least the operation and maintenance. This amounts to about 10% of the total funds available for expenditure annually. State Park expenditures are divided between those for expansion and development of the park system, and its administration, operation, and maintenance. This is reflected in a balanced program in which current public needs are provided for and additional lands are obtained for future use.

Oregon's State Parks are making a significant contribution towards meeting the varied outdoor recreational needs of the people of this State, and their out-of-state guests, by acquiring and developing many areas throughout the State, judged to be a widespread interest to the general public.

The State Park program has been coordinated in the planning, acquisition, and development stages with those of other governmental agencies on all levels in order that the maximum recreational benefits to the public may be achieved.

The State Park Advisory Committee, which came into being in 1956, is performing a valuable service not only to the State Park System but to the State as a whole. Especially noteworthy, has been the leadership they have taken in coordinating the efforts and objectives of the State's program with that of the counties and those on other levels of recreational interest. Members of this committee are:

William M. Tugman, Chairman	Gardiner
George M. Henderson	Portland
Alfred D. Collier	Klamath Falls
Sidney Bazett	Grants Pass
Charles H. Reynolds	La Grande
Loren Stewart	Eugene

Glenn Jackson of Medford resigned and was appointed to Highway Commission.

V. W. McCormack of Pendleton died January 27, 1960, and was replaced by Charles H. Reynolds.

Robert Frazier of Eugene resigned in July, 1960, and was replaced by Loren Stewart on September 29, 1960.

The enactment of the 1959 Legislature in creating the position of State Recreation Director and making his functions a responsibility of the State Parks organization has also materially forwarded the movement of cooperation and coordination in the parks and recreation field throughout the State.

The State-wide recreation and park consultation service provided for counties, communities, districts, and agencies has aided in solving local problems and encouraged the development and use of recreation facilities, activities and programs for the public benefit.

The activities of the Parks and Recreation Division during the biennium have been directed towards meeting the public's current recreational needs and also making provisions for the future through a planned long-range program of acquiring the lands which will be necessary to meet the demands which are sure to come.

MISCELLANEOUS ACTIVITIES

In addition to constructing and maintaining highways, acquiring right of way, and operating a State Parks system, there are many other appurtenant activities that are essential to the overall operation of a State Highway system. The functions are varied in nature and consist largely of technical and professional type of services. In the highway department organization they operate as separate departments or divisions.

ACCOUNTING

Account procedures are handled by a division which is responsible for all fiscal records of the State Highway Department. The division supervises the development, analysis, administration and control of the department's budgets, prepares payrolls, gives fiscal approval for the encumbrance and prepares vouchers for the expenditure of the department's funds. It is also the responsibility of this division to maintain accurate accounts of the department's monies, their sources and distribution, and to prepare financial statements, analyses, and reports. It is also responsible for internal audits and controls. Thus, the division serves not only to "keep the books", but as an administrative aid to management in all areas and phases of highway department costs.

To most effectively handle the tremendous volume of detail, the division is subdivided into seven sections or functional areas concerned with requisitions, claims, ledgers, cost accounting, data processing, payroll, and records management. Each section is headed by a supervisor or management specialist who co-ordinate the work with the other sections, and who are responsible to the auditor.

The Data Processing Section operates as a service unit for all divisions of the department. The highlights of the past two years concern greatly increased utilization of electronic data processing equipment, not only in the areas of accounting, but as an engineering tool and for special studies. Increased utilization in accounting areas has enabled a much larger volume of work to be performed with no increase in personnel. Several accounting procedures have been expanded during the biennium by the use of data processing equipment, and some new procedures have been inaugurated. An example of the expansion of procedures is the complete mechanization of the reporting of equipment maintenance and operating costs, and rental credits for each unit of equipment. Under this procedure the various field offices are required to submit monthly equipment rental reports showing only the equipment number of each unit under their supervision and the number of shifts to be charged to each specific job or project. From these reports, the total costs to jobs, and credits for equipment rentals and depreciation are developed. Other procedural changes involve the issuance of payroll checks on punch cards and as a by-product a detailed record of leave time is maintained for each employee, showing credits earned and leave taken each month. Still another new program computes the amount due for each item on contract estimates and prepares a pay voucher for the amount due the contractor.

In engineering, data processing equipment is used to perform complex calculations, thus relieving the skilled engineer from tedious and monotonous chores and enabling him to devote more time in actual engineering decisions. Some of the major engineering calculations performed by data processing equipment are structural design computations, survey calculations, road design computations, earth work volumes, and construction needs inventory.

During the biennium, the Accounting Division began a program of records management, which to date has resulted in the elimination of some 3,300 cubic feet of inactive or obsolete records. A centralized forms control program has been developed and several paper-work procedures have been investigated and subsequent revisions made.

CITY AND COUNTY RELATIONS

In general, the County and City Relations Division functions as liaison between the State Highway Department, the 36 counties, and the 220 functioning incorporated cities within the State. In addition, the County and City Relations Division has been approved by the Federal

Bureau of Public Roads to function as a "secondary road unit" as required in Section 2 of the Federal-aid Road Act of 1950. This section of the 1950 act provides that each state shall establish an administrative and engineering unit functioning within the state highway department organization and charged primarily with the duty of establishing and maintaining cooperation between the State Highway Department and the counties in the selection of extensions to the Federal-aid secondary system, in the selection of projects and determination of the specifications for the improvement of projects, and in the supervision of the construction and maintenance of such projects.

The Federal-aid Secondary System

This system is presently comprised of some 3,505 miles of State highways and 4,108 miles of county roads. Only highways or roads designated as part of this system are eligible for projects partially financed from Federal-aid secondary funds as appropriated by Congress. The system is subject to revision as agreed upon by the State, Counties, and Federal Government. Federal law and regulation require cooperation and agreement between the State Highway Department and the various county courts in all matters pertaining to system revision, selection of projects for construction, and determination of specifications for these projects. The County and City Relations Division maintains complete records of the approved system and carriers on all negotiations with counties as required to work out State-County agreement on system revisions, on the selection of projects, and on the determination of specifications.

County Federal-aid Secondary Program

Beginning with the Federal fiscal year of 1954, Federal regulation requires that 50 per cent of Federal-aid secondary funds be spent on the county road portion of the Federal-aid secondary system. An allocation of funds will be made to the individual counties based on the formula developed by the Association of Oregon Counties and approved by the State Highway Commission. This formula provides that 25 per cent of the funds available to the counties shall be divided equally among the counties and that the remaining 75 per cent of these funds shall be divided 80 per cent according to rural population and 20 per cent according to county road mileage as shown by the most recent records of the State Highway Department. Rural population of a county is to be determined by subtracting from the total population as shown by the latest Federal census, the populations of cities having populations greater than 5,000.

The county Federal-aid secondary program policy and procedure have not been changed and will continue in effect during the fiscal years 1962 and 1963. The State Highway Commission will pay 100 per cent of preliminary engineering costs and the counties will pay 100 per cent of the right-of-way and material sources costs. Both of these costs will be over and above the State and county participation in the Federal-aid construction projects. This will permit all available Federal funds to be applied towards construction costs with the State and county paying 50 per cent of all costs in excess of Federal funds. This will result in participation in total construction costs on the basis of approximately 60 per cent Federal funds, 20 per cent State funds, and 20 per cent county funds.

During 1959 and 1960, 65 highway and bridge construction projects were completed under the supervision of the State Highway Commission on county roads lying outside of the primary and secondary state highway systems. These projects were located on the Federal system of secondary highways and were constructed under co-operative agreements with the U. S. Bureau of Public Roads and the respective counties. The projects were located in 34 of the State's 36 counties and involved 62.68 miles of grading, 91.67 miles of stone base and surfacing, 113.44 miles of oil mat surfacing, 37.60 miles of asphaltic concrete surfacing and the construction of 31 bridges.

City Allocation of Highway Revenues

Under Oregon law, each incorporated city must obtain approval by the State Highway Engineer of its plan of expenditure of its semi-annual allocation of highway revenues (known

as the State Tax Street Fund) if the city plans to accumulate said allocation of State Tax Street Funds for more than two years after the date of receipt. The County and City Relations Division is charged with all direct negotiations with cities in the administration of this portion of the law and makes recommendations to the State Highway Engineer according to its findings.

Special $250,000 City Allotment Fund

Each year the Highway Department is obligated to contract and supervise construction for the betterment of streets in selected cities having populations not exceeding 5,000. This construction is financed by an annual withholding of $250,000 from the regular State Tax City Street Fund and is planned to improve city streets not on any state highway system, but which are subjected to unusually heavy usage.

During 1959 and 1960, construction under these special city allomen funds was completed on 32 city streets in 32 cities and involved 6.22 miles of bituminous paving, 2.79 miles of oil surfacing, 9.01 miles of grading, construction and related work such as drainage improvement and curb construction.

This work was performed in the following cities: Bandon, Brookings, Burns, Central Point, Clatskanie, Cornelius, Cottage Grove, Cove, Culver, Eagle Point, Eastside, Elgin, Enterprise, Falls City, Florence, Glendale, Gresham, Harrisburg, Hermiston, Independence, Junction City, Madras, Maupin, Metolius, Oceanlake, Philomath, Prairie City, Tillamook, Vale, Warrenton, Winston, and Woodburn.

Expenditures for city allotment fund projects during the biennium amounted to $489,159.97.

Miscellaneous Agreements and Resolutions

Another function of the County and City Relations Division is to furnish basic data to the Legal Division for use in the preparation of various agreements and resolutions for the county or city execution as required by various State and Federal laws and regulations and to cover cooperative projects as agreed on from time to time by the Highway Commission and individual counties and cities. Also, execution by the appropriate county or city officials of each agreement and resolution prepared is obtained by this division. Projects up for contract award are carefully examined prior to each Highway Commission meeting and the required agreements or resolutions are determined at that time so that they may be prepared and executed before a contract is awarded.

Abandonment of Old Highways

Whenever a highway is relocated or realigned and, by reason of such relocation or realignment, the old highway or section thereof are no longer needed for service of persons living thereon or communities served thereby, they are abandoned to the abutting property owners. If such highways are needed for the service of persons living thereon or for communities served thereby, they are maintained by the Highway Commission at State expense, or by the respective county, or by the State and County on such terms and conditions as may be agreed upon. Investigations are made to determine proper disposition of the abandoned sections of highway; agreements, with necessary maps, are prepared and executed; and appropriate resolutions are adopted by the Highway Commission.

Public Hearings

State law requires that before the Highway Commission acquires within any incorporated city any new rights of way, or relocates or abandons any existing State highway, the Secretary of the Commission must notify the mayor of such city of the action contemplated; and if any remonstrances or objections thereto are made by the mayor or the council within 10 days after receipt of such notice, the Commission must hold a public hearing at the city hall in such city, after having first given 10 days notice thereof to the mayor, and, at such public hearing persons who favor or oppose the contemplated action shall be given an opportunity to be heard.

Federal law requires that any State Highway Department which submits plans for a Federal-aid highway project involving the bypassing of or going through any city, town, or village, either incorporated or unincorporated, must certify to the Secretary of Commerce that it has had public hearings or has afforded the opportunity for such hearings, and has consid-

ered the economic effects of such a location. Any State highway department which submits plans for an interstate system project shall certify to the Secretary of Commerce that it has had public hearings at a convenient location, or has afforded the opportunity for such hearings, for the purpose of enabling persons in rural areas through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of such highway. When hearings have been held, the State Highway Department must submit a copy of the transcript of the hearing to the Secretary of Commerce together with the certification.

By reason of these State and Federal laws, the Highway Department is required to offer the opportunity for public hearings in connection with a large proportion of the projects undertaken. The Bureau of Public Roads has ruled that a town or village is any place that has a post office so that nearly all projects of any size are covered by one hearing regulation or the other.

In practice, in the case of incorporated communities, the mayor is notified that the Highway Commission has developed plans for a certain project and advising him as to when and where a public hearing will be held. The local officials are asked to co-operate in publicizing the meeting by arranging for newspaper articles and by posting notices. In the case of unincorporated communities, the same procedure is followed, except the county court is the local body contacted.

In some cases, because of the nature and location of certain projects, notices are published to the effect that if anyone desires a hearing one will be scheduled. A deadline for a hearing request is made, and if no request is received within the time set, the hearing is dispensed with. The usual procedure in conducting public hearings is to hold an informal informational meeting prior to the regular session so that interested parties may discuss the project with Highway Department representatives who are available to explain any detail necessary. This is given wide publicity.

After the hearing is completed and the statements have been presented and transcribed, the department and the Highway Commission give careful consideration to all requests or objections before arriving at an agreement on a final plan.

During the biennium, 37 public hearings were held and in 11 additional cases, no hearing requests were received after opportunities for such hearings had been provided.

LEGAL SERVICE

In addition to the responsibility of acquiring right of way, which activity is explained elsewhere in this report, the Legal Division provides the Highway Department with a complete legal service. The following tabulations indicate, in a general way, some of the activities of the division during the biennium.

EMINENT DOMAIN PROCEEDINGS

Number of Condemnation Cases Tried	207
Total of State's offer prior to trial	$1,944,316
Total demands of owners prior to trial	$4,608,049
Totals of jury verdicts	$2,298,022
Attorney fees allowed by courts to owners	$ 174,850

SUMMARY OF ALL CASES HANDLED

Court	Pending July 1, 1958	Commenced	Tried	Settled	Pending June 30, 1960
U. S. District Court of Oregon	1	0	1	0	1
Oregon Supreme Court	3	16	5	3	11
Oregon Circuit Courts	278	430	219	301	188
Oregon District Courts	6	6	5	5	2
Oregon Justice Courts	1	0	0	0	1
Total	289	452	230	309	203

In addition to court work, the following miscellaneous activities were handled:

Hearings on highway-railroad grade separation projects	19
Hearings on highway-railroad grade crossing projects	8
Hearings on highway-railroad automatic signal projects	11
Hearings on highway private road crossing projects	11
Miscellaneous (railroad impaired clearance-general regulations, etc.)	4
Applications examined and answers filed without necessity of attending hearings	62
Number of applications pending June 30, 1960	27
State-Railroad agreements examined	51
Decisions and notices to utilities regarding moving and adjusting facilities	216
Construction contracts examined and approved	513
Miscellaneous agreements examined and approved	14
Agreements of all types prepared	331
Resolutions prepared	409
Insurance policies and certificates examined	43
Bills for proposed legislation prepared	7
Written opinions prepared	154

Another activity of the Legal Division is the recovery of damages for injury to State property. This is usually caused by negligent operation of motor vehicles. The following summarizes what has been done in this field during the biennium:

	No.	Amount Collected	Amount Due	Amount Uncollectible
Claims collected in full	448	$78,665		
Compromise settlements	8	1,810		
Installment payments	118	5,979		
Claims abandoned	15			$ 1,740
Claims pending July 1, 1960	224		$43,529	
Totals	813	$86,454	$43,529	$ 1,740

MATERIALS TESTING

The determination of quality of materials and the assurance that only materials meeting specified requirements are used in constructing the highway system, while closely related to construction engineering, is handled by a separate Materials Division. This division is staffed by an organization of specialists and technicians who are trained and skilled in the methods of testing highway materials and who can also carry on research on new materials, methods of determining suitability of materials and causes of failures.

The Materials Division, which occupies a well equipped laboratory at 2950 State Street, Salem, is basically concerned with the following functions:

1. To determine the quality of materials and to assure that only those materials that meet specified requirements are used.
2. To determine the proportions in which materials are to be combined for economy, strength, and service with due consideration for conditions that exist at the time of construction as well as conditions that will exist in years to come.
3. To assure that the materials are used in the proportions designed, and to assure that the final product has the specified qualities of strength and endurance.
4. To conduct research on new materials, methods of test, testing equipment and causes of failure.

The laboratory is subdivided into several sections due to the variety of types of material required to be tested. The head of each section is skilled in the particular type of testing he directs. There is the Soils Section whose work leads to the determination of base rock and pavement thickness; the Chemical Section, which analyses the composition and physical characteristics of paints, lacquers, cements, treated timber, metals, etc.; the Oil and Asphalt Section, which samples and tests asphalt, bituminous mixtures, asphalt coated materials, and lubricating oils; and a section which performs physical tests on fine and coarse aggregates, rock, paving mixtures and cement.

PERMITS SERVICE

The issuance of permits is divided into three separate operations: Utility Permits, Transportation Permits, and Weighmasters.

Utility Permits

These permits or franchises are issued—to public or private utilities, cooperatives, agencies of the Federal government, municipalities, districts, firms or individuals—for the construction and maintenance of pole lines or pipe lines along or across State highway rights of way and over State park property. During the past biennium, a total of 804 such permits were issued. Oregon statutes require that any person wishing to construct an approach road to any non-access controlled highway must secure a written permit to do so. During the biennium, 1,795 approach road permits were issued.

Other permits of miscellaneous types affecting the use of State highway rights of way are also issued, including, during the past biennium 143 permits to allow excavating, leveling and grading or installation of various structures upon the right of way; 105 permits to install banners over highways announcing civic or community events; 15 permits to erect lighted Christmas trees; and 2 permits to construct stairways.

Field investigations for all permits are handled by Division Engineers and District Maintenance Superintendents with some assistance from the Utility Permit Office in especially complicated situations.

Because of amendments to the statutes made by the Legislature in 1957 concerning the erection of signs on State highway rights of way, it is necessary to issue permits covering the erection of non-commercial signs on State highway rights of way pursuant to Highway Commission policy. Permits were issued for 27 such signs during the biennium.

Transportation Permits

These permits are necessary for the movement of oversize vehicles or combinations of vehicles, or the transportation by motor truck of loads having a size or weight in excess of that allowed by the basic statutory limits; namely, 8 feet in width, 12½ feet in height, 35 feet in length for a single vehicle, 50 feet in length for a combination of vehicles and 60,000 pounds combined gross weight.

By direction of the Legislature, the Highway Commission first adopted a resolution in October 1953 and periodically as needed since that date, which had the effect of increasing the legal limits of length and weight on certain highways for the more commonly used types of truck-trailer combinations and obviated the necessity of obtaining a written permit. A color coded map is made available to the transport industry to indicate the types, sizes and weights of vehicle combinations and the highways over which they are authorized to operate without permit. Revisions of the resolution and map include additional highways that are proved capable of accommodating larger vehicles or combinations by observance of test runs.

Under the authority of Legislation passed in 1953, permits for the continuous operation of vehicles having a height of 13 feet 6 inches are issued, excluding vehicles engaged in hauling logs or lumber. Continuous permits are also issued allowing operation of 40 foot busses and 40 foot semitrailers over selected interstate routes, and on a greater mileage of highways, of specially constructed truck-trailer combinations used for hauling automobiles, boats, vacation trailers, etc. and cars or pickups pulling overlength trailer coaches or mobile homes.

A large percentage of permits issued is for the transportation of logs, poles, piling or structural timbers having a length and/or weight in excess of the statutory limit. The maximum length allowed is dependent upon the geometric design of the highway and ability of the hauling equipment to negotiate the route without excessive infringement into the opposing lane of traffic as observed in hundreds of test runs. Flagmen-escort conveyances are required in instances where considered necessary for the protection of the other traveling public. A total of 5,128 such permits were issued in 1959 as compared to 4,899 issued in 1958. This increase was principally due to the change in the law by the 1959 Legislature which allowed all vehicles or combinations of vehicles engaged in transportation of this type of commodity the weight preferential formerly granted only to specific combination types. This revision necessitated the reissuance of many permits and the inclusion of many vehicles not formerly covered.

By far the greatest percentage of transportation permits issued are special single trip permits for the movement of overdimensional and/or overweight vehicles, combination of vehicles or loads of a nature that cannot be readily reduced to legal size or weight. Mobile cranes or draglines, shovels, earth movers, tractors with or without blades or winches, logging donkeys, transformers, generator and rotor parts for hydro-electric plants, ship propellers and gears, boilers, rocket engines and other missile components, houses and frame buildings, overwidth and overlength trailer coaches, are examples of the items moved under the authority of this type of permit. 43,951 permits were issued in 1959 as compared to 36,706 in 1958 and 35,222 in 1957. The greatest increase in any category is in the number of permits issued for the movement of overwidth (10 ft. wide) trailer coaches or mobile homes. Movements of this type of vehicle, first authorized in August 1957, total 690 for the remainder of that year, 4,697 for 1958 and increased to 8,645 for 1959. The trend toward overwidth trailer coaches is reflected in that, during the same period of time, permits for the movement of overlength, legal width trailer coaches decreased from 3,193 in 1957 to 844 in 1958 and to 827 in 1959. During the period from January 1, 1960 to June 30, 1960, 4,952 permits were issued for the movement of overwidth trailer coaches or mobile

homes as compared to 287 permits for the movement of overlength, legal width trailer coaches or mobile homes.

The totals of all types of permits issued by the Transportation Permit Section increased during the past three years as follows—1957, 51,585; 1958, 53,231; 1959, 66,872. The total number of permits for the first six months of 1959 was 29,543 as compared to 35,653 for the first six months of 1960.

Slightly less than two-thirds of all transportation permits were issued through three division offices, thirteen district maintenance offices and at Portland, where an Assistant Transportation Permit Supervisor is stationed. The services of part-time permit clerks are utilized at Newport, Gold Beach, Brookings, Medford and Ontario through the cooperation of the local Resident Construction Engineers Offices.

Weighmasters

The Weighmaster Section is divided into field and office forces. Field operations are conducted state wide by an average of 84 weighmasters, including eight district supervisors and four assistant supervisors. Twelve clerks, typists and stenographers are employed in the headquarters in Salem in the processing of records. The entire operation is under the direction of a Chief Weighmaster and two assistants.

The 84 field weighmasters stationed at eight district headquarters and 19 other locations operate 60 stationary platform scales. In addition, 24 sets of loadometers or portable scales are used in weighing trucks for the purpose of enforcing compliance with the weight provisions of the law or transportation permits. Vehicles and combinations are also checked for dimensional limitations and many safety requirements of the statutes and permits.

Seventy-four sedans, pickups and sedan-deliveries are used, 38 of them being equipped with two-way radios to provide a means of rapid communications between weighmasters and their headquarters or with the State Police. Three truck scales have two-way radios and the installation of several more are contemplated in the near future. Fifteen of the busiest scales are equipped with telephones and ten have radio receivers.

A record of each truck weighing is made on punch cards. Through the use of the Data Processing Division's IBM equipment, comprehensive monthly and annual reports are prepared for the use and information of the Legislature, the Highway Department, and other State agencies, as well as bonafide industry associations who are conscious of the damaging effects of overloading. These data have been invaluable to legislative and interim committees concerned with the size and weight laws, in providing factual information based on an average of over 570,000 weighings annually during the past five years. After data necessary for statistical reports is taken from the punch cards, the cards are turned over to the Public Utilities Commissioner as an aid to him in auditing the records of carriers subject to the weigh-mile tax.

A summary of principal statistics obtained from the annual reports for the years 1954 to 1959 is shown below. The relocation and installation of scales at more strategic locations has increased the total weighings in 1958 and 1959 about 29% over the weighings in 1956 and 1957 with an increase of only 3.7% in field weighmasters.

LOGS, POLES, PILING

	1954	1955	1956	1957	1958	1959
Loads Weighed	239,321	205,429	201,339	181,240	221,290	248,612
No. of Weight Violations	4,163	3,775	3,485	2,783	3,192	3,195
Percent of Violations	1.74	1.84	1.73	1.54	1.44	1.29
Number of Operators	4,643	4,608	4,747	4,080	3,581	3,447
Number of Trucks	6,805	6,288	6,893	5,786	5,226	5,327
Fines and Costs (Total)	$289,860	$264,765	$279,414	$214,652	$219,628	$222,508
Fines and Costs (Average)	$ 76.80	$ 76.88	$ 86.61	$ 82.53	$ 75.37	$ 75.07
Cases Pending at Time of Annual Report	389	331	259	182	278	231

OTHER COMMODITIES

Loads Weighed	300,002	304,788	271,938	370,923	402,703	446,894
No. of Weight Violations	3,469	3,536	3,045	3,838	3,945	3,867
Percent of Violations	1.16	1.16	1.12	1.03	.98	.87
Number of Operators	10,234	10,638	11,335	12,229	12,853	13,302
Fines and Costs (Total)	$162,721	$145,286	$154,121	$177,973	$173,058	$171,410
Fines and Costs (Average)	$ 51.62	$ 44.62	$ 54.56	$ 48.92	$ 47.19	$ 46.67
Cases Pending at Time of Annual Report	317	280	220	200	278	194

PERSONNEL AND PUBLIC RELATIONS

The number of professional and subprofessional engineering employees averaged 1,046 for the July 1959-60 period, a slight reduction from the previous year average of 1,065. The average turnover in the engineering series for the biennium was 3.41% as compared with 2.62% during the previous biennium. Twenty-seven graduate engineers were hired in the spring of 1959 and 20 during the first six months of 1960. Considerable difficulty was experienced in the recruitment and retention of engineers as a result of noncompetitive salaries.

During the biennium there was a grand total of 2,023 placements which encompassed a variety of fields, such as clerical, maintenance, accounting, weighmaster, right-of-way agent, and park custodian positions.

The average number of employees in all classifications, including engineers, was 3,691 for the period July 1958-59. The July 1959-60 average was 3,493, reflecting a considerable reduction, the major portion of which was in the Maintenance Division. The average turnover for all classifications during the biennium was 2.48%, an increase over the previous biennium.

Public relations personnel prepared and presented 48 speeches during the biennium before a total audience of 3,641 people.

Three hundred and forty-six news releases were made to a regular list of 200 newspaper, radio, and TV stations.

Seven magazine features were written, along with six major newspaper stories, covering in detail progress of highway construction and maintenance in the State.

Illustrated booklets produced included: "Building Oregon Through Better Highways", "You and Your Highway Right of Way", the 1959 State Parks Progress report and "Our Highway Dollars — Where Do They Come From, Where Do They Go?".

Scale models of proposed projects were used in Portland, Salem, Albany, and Roseburg to acquaint the resident of the affected areas with the routes to be taken and the appearance of the completed project.

Special displays were constructed for use at the State Fair, the Douglas County Fair, and special highway user type conferences. During the biennium, approximately three quarters of a million people viewed these displays.

"Personnel Observation" is published to keep the 3,400 department employees informed on policies and regulations and to give recognition to their own efforts.

New employees are becoming familiar with the department through a regular orientation program which includes a specially prepared booklet, "Your Highway Career".

TRAFFIC ENGINEERING

Traffic engineering deals with the operational aspects of the Highway system in connection with both future development and existing facilities. Traffic interchange plans are reviewed, in detail, with particular regard to operational features from the viewpoint of the vehicle operator, and his probable reaction to specific layouts with which he may be confronted. Existing highway facilities demand continuing attention, with adjustments being made and new traffic control measures installed so that traffic may move smoothly and safely.

Under the general heading of Planning Survey, there is operated a State-wide traffic counting program. Traffic volume information is assembled to indicate variations in traffic patterns by reason of changes in highway routing, establishments of new routes, and effect of one-way grids in urban areas. Traffic count data is based on 24-hour volume counts at selected locations and then adjusting these counts to represent an average daily traffic. To provide detailed and continuous information, 94 permanent recorders are now in operation. Traffic count data is published once each year in a bulletin that is distributed to all interested persons.

A thorough knowledge of the origin and destination of traffic is essential in order to economically justify new facilities. As an example, an Urban Transportation Study in the Portland-Vancouver metropolitan area has been undertaken.

Road inventory work has been continued during the biennium in order to keep the record of public ways in the State current and complete. In addition to recording information as

to location and alignment of the road network, data is obtained as to type or road bed section and roadside culture. When these data are compiled in map form, they are extensively used by both the Highway Department and many outside agencies. There is also prepared and kept up to date a set of straight-line charts of all highways which show surface type, number of traffic lanes, structure, major access points, and important roadside culture. Each item is located by a distance reference (known as a mile point) from some fixed zero point.

Work was continued during the biennium in studying the effect of bypasses on community economy, and detailed study and analysis has been made of the effects of highways on the value of adjacent property.

In the field of traffic control, investigations and recommendations are made concerning all matters having to do with expeditious and safe movement of traffic. Accident data provides one of the basic sources of information relating to traffic problems. The department has continued to make both quantitative and qualitative analyses of motor vehicle accidents occurring on the road and streets of the State. This yields quantities of statistics relative to the type, frequency and severity of traffic accidents. By study and analyses of these data, corrective measures may be indicated and results reflected from previous treatments.

While the Department of Motor Vehicles is custodian of Motor Vehicle Accident Reports, the Highway Department is permitted to use them for the purpose of analysis. Traffic engineering also involves responsibility for that portion of highway construction which has to do with the design, construction, and erection of signs, signals, and illumination.

Pacific Highway East, looking south at the Hayesville Interchange north of the Pacific Highway. The sign bridge is constructed of stuctural steel protected with aluminum paint. There is a maintenance catwalk the full length of the structure and fluorescent luminaire units are mounted below the sign. The signs are porcelain enamel on extruded aluminum panels. The letters are acrylic plastic reflector units supported by cutout embossed porcelainized aluminum frames.

TRAVEL INFORMATION

More than 12 million out-of-state residents visited Oregon in the past two years. Many of them were here as the result of an intensive advertising campaign on the part of the Travel Information Division of the Oregon State Highway Department.

These visitors contributed more than $346 million to the economy of Oregon, making travel the third largest industry in the State, following only forest products and agriculture.

Surveys by the Traffic Engineering Division show that during the biennium, out-of-state motorists spent a total of $313 million in Oregon, of which approximately $6 million was paid into the State Gasoline Tax Fund. Visitors who came by airplane, train, and bus spent another $33 million in the State, according to estimates. Included in the surveys were all vacationers who stayed in Oregon one day or longer.

Results of the 1960 Survey of Tourist Travel.

Average number of people per car	3.3
Average length of stay per car	3.85
Computed number of out-of-state cars visiting Oregon in 1960	1,934,500
Average number of miles driven in Oregon per car	460
Average expenditure per day per person	$ 6.24
Average expenditure per day per car	$ 20.60
Average expenditure per stay per person	$ 24.03
Average expenditure per stay per car	$ 79.31
Computed income from visitors traveling by car	$153,425,195
Estimated income from visitors traveling by rail, bus, and air	$ 17,000,000
Estimated income from total tourist travel 1960 (rounded)	$170,000,000

Further research indicates 46 per cent of our visitors came from California; 22 per cent from Washington, and five per cent from Canada. Other states, in order, included: Idaho, Colorado, Iowa, Texas, Utah, Montana, Illinois, and Ohio.

Additional studies indicate that the intra-state travel business had an estimated value of more than $275 million during the biennium, providing the tourist industry with total worth of nearly $625 million.

Some 300,000 prospective visitors wrote directly to the division in the past two years. Nearly all the letters were in response to advertising activity by the division.

Travel advertising was placed annually in 20 national magazines, and in 250 issues of 81 newspapers. Twenty-five radio and 26 television stations in the nearby markets of California, Washington, and Idaho were utilized in the campaign. A fall advertising campaign, designed to lengthen the vacation season, was carried by western newspapers and radio stations.

The Travel Information Division's major motion pictures, "You'll Remember Oregon" and "Vacation Adventures in Oregon State Parks," depict many of the scenic regions and State Parks in Oregon and have been seen by television viewers and travel and civic clubs throughout the nation.

Publicity articles were prepared by the Travel Division and sent to more than 500 newspapers, magazines, and motor club publications. Among the travel literature provided to prospective tourists during the past two years was the division's 24-page color booklet, "Oregon—Cool, Green Vacationland," the "Oregon Outdoor Guide," the Oregon State Highway Map, and the "Oregon Events" folder. An estimated one million pieces of the division's promotional literature were published and distributed in the biennium.

Travel information material was displayed at eight travel shows, including Los Angeles, Oakland, St. Louis, Kansas City, Minneapolis, Milwaukee, Cleveland, and Chicago. These were visited by more than two million persons. As a member of the Pacific Northwest Travel Association, the division cooperated with the States of Washington, Idaho, Montana and North Dakota, and the Province of British Columbia, in placing association exhibits in the shows.

In another joint effort involving the Pacific Northwest Travel Association, the division and other state travel promotion agencies arranged a tour of the State's scenic attractions. Travel editors and writers from major newspapers in Washington, Michigan, Missouri, California and Texas, as well as editors of two national magazines, accepted invitations to travel throughout the State.

Oregon also cooperated with Washington and British Columbia in advertising the Pacific Northwest as "The Most Beautiful Corner of North America" in a national magazine, and joined with six western states in production of a special advertising section in another national publication.

The division expanded its intra-state program in 1960, foremost on the program being

the formation of "Forty Million for One" clubs among local chambers of commerce and community organizations. The idea was based on statistics which show that Oregon's tourist income would have been increased by more than $40,000,000 last year had each guest stayed in the State one day longer.

The Capitol Guide Service, operating under the jurisdiction of the Travel Division since July, 1959, has enjoyed a steady increase in number of visitors to our State Capitol Building. Guided tours of the building and information on the State and its attractions and facilities are among the services provided at the new location on the first floor of the Capitol Building, just south of the rotunda. In August, 1960, there were 8,306 visitors who signed the guest book, 181 more than during August of the previous "centennial" year.

An Advisory Committee establishes the operating policies of the Travel Information Division, and recommends advertising procedure to the Highway Commission and Highway Engineer. Members of this Committee, many of whom have served since the establishment of the division in 1935, are:

Frank Jenkins, Chairman, Klamath Falls

Robert P. Booth ..... Eugene	Fred E. Kiddle ..... Island City
Ralph R. Cronise ..... Albany	Frank Loggan ..... Bend
J. W. Forrester, Jr. .... Pendleton	Robert C. Notson ..... Portland
Herb Grey ..... Medford	Arden X. Pangborn ..... Portland
George M. Henderson .... Portland	Charles V. Stanton ..... Roseburg

William M. Tugman, Reedsport

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Table No. 1

DETAILED SUMMARY OF INCOME AND EXPENDITURES

July 1, 1958 to June 30, 1960

INCOME

Classification	*Receipts July 1, 1958 to June 30, 1959*	*Receipts July 1, 1959 to June 30, 1960*	*Total Receipts July 1, 1958 to June 30, 1960*
State Funds:			
Motor vehicle license fees	$ 11,883,841.97	$ 12,106,218.74	$ 23,990,060.71
Gasoline tax	35,153,489.02	36,223,469.65	71,376,958.67
Diesel fuel tax	77,974.32	78,324.70	156,299.02
Motor transportation fees	13,118,499.48	14,428,036.04	27,546,535.52
Traffic fines	496,605.72	494,881.82	991,487.54
Cash discount	48,271.82	57,493.90	105,765.72
Contribution to cities withheld	250,000.00	250,000.00	500,000.00
Interest on loan of bond funds	631,047.08	414,756.01	1,045,803.09
Refund from contributions to state police	20,598.61	786.51	21,385.12
Unexpended balance of student driver training fees		719,712.78	719,712.78
Subtotals, state funds	$ 61,680,328.02	$ 64,773,680.15	$126,454,008.17
Less Contributions:			
To state police	$ 2,028,549.50	$ 2,513,431.44	$ 4,541,980.94
To counties	11,335,799.73	11,786,645.08	23,122,444.81
To cities	5,820,150.25	6,162,067.00	11,982,217.25
Subtotals, contributions	$ 19,184,499.48	$ 20,462,143.52	$ 39,646,643.00
Totals, net income, state funds	$ 42,495,828.54	$ 44,311,536.63	$ 86,807,365.17
Cooperative Funds:			
City cooperative funds on city allotment projects	$ 17,536.62	$ 20,168.35	$ 37,704.97
City cooperative funds on other projects	197,502.59	170,786.59	368,289.18
County cooperative funds	138,780.81	66,174.05	204,954.86
County payments on federal aid projects	771,954.51	992,594.11	1,764,548.62
Federal cooperative funds	38,789,694.72	49,838,095.98	88,627,790.70
Miscellaneous cooperative funds	539,732.13	849,715.96	1,389,448.09
Subtotals, cooperative funds	$ 40,455,201.38	$ 51,937,535.04	$ 92,392,736.42
Grand totals, net income	$ 82,951,029.92	$ 96,249,071.67	$179,200,101.59

Table No. 1—Continued

July 1, 1958 to June 30, 1960

EXPENDITURES

Classification	*Expenditures July 1, 1958 to June 30, 1959*	*Expenditures July 1, 1959 to June 30, 1960*	*Expenditures July 1, 1958 to June 30, 1960*
Capital Outlays:			
Construction, primary highways	$ 39,066,509.12	$ 43,357,940.94	$ 82,424,450.06
Construction, secondary highways	4,026,883.14	5,167,835.98	9,194,719.12
Construction, county roads	4,838,873.61	3,324,712.08	8,163,585.69
Cooperation in forest road work	1,763.32	8,434.33	10,197.65
City allotment projects	296,373.62	168,714.15	465,087.77
Minor betterments	598,571.15	2,191,300.17	2,789,871.32
Surveys	1,630,155.48	1,721,438.25	3,351,593.73
Real property negotiation expense	91,126.82	61,073.08	152,199.90
Purchase of rights of way, quarries, etc.	10,698,477.01	8,046,196.95	18,744,673.96
Purchase of parks	111,474.21	11,099.63	122,573.84
Improvement in parks	968,185.28	557,913.24	1,526,098.52
Improvements at maintenance stations	313,155.59	62,125.03	375,280.62
Improvements of other properties	144,340.02	246,348.60	390,688.62
Equipment purchases less credits for sales and depreciation	652,958.12	1,301,748.92	1,954,707.04
Subtotals, capital outlays	$ 63,438,846.49	$ 66,226,881.35	$129,665,727.84
Maintenance:			
Contract maintenance	$ 218,591.57	$ 89,808.39	$ 308,399.96
General maintenance, primary	9,222,909.55	8,000,060.60	17,222,970.15
General maintenance, secondary	2,842,657.89	2,642,488.29	5,485,146.18
County road signs, etc.	43,712.13	49,326.16	93,038.29
Maintenance adjustment account	Cr. 51,504.48	Cr. 52,043.93	Cr. 103,548.41
District maintenance superintendence	432,354.92	461,523.79	893,878.71
Subtotals, maintenance	$ 12,708,721.58	$ 11,191,163.30	$ 23,899,884.88
Operation:			
Administration and general supervision	$ 2,718,686.00	$ 2,790,275.01	$ 5,508,961.01
Planning and traffic survey	791,582.25	991,763.01	1,783,345.26
Travel information division	380,813.43	331,340.76	712,154.19
Operation of parks	591,778.72	624,581.11	1,216,359.83
Rights of way leases, etc.	Cr. 55,878.26	Cr. 7,186.07	Cr. 63,064.33
Maintenance station upkeep	160,162.80	162,126.39	322,289.19
Radio communication system	112,133.96	111,063.34	223,197.30
Truck load inspection	647,222.41	684,204.10	1,331,426.51
Operation of drawbridges and ferries	371,865.33	361,311.59	733,176.92
Research and special investigation	23,096.69	26,094.64	49,191.33
Contribution to retirement fund	397,119.65	463,875.51	860,995.16
Contribution to social security	331,772.80	422,574.92	754,347.72
Payments for unemployment compensation	.....	39,571.95	39,571.95
Legislative interim committee expense	8,965.91	8,084.26	17,050.17
Miscellaneous general expense	121,666.94	136,614.08	258,281.02
Subtotals, operation	$ 6,600,988.63	$ 7,146,294.60	$ 13,747,283.23
Service and clearing accounts	$ 6,540.90	$ 247,746.00	$ 254,286.90
Bond interest and maturities	5,713,926.91	5,640,536.15	11,354,463.06
Total expenditures	$ 88,469,024.51	$ 90,452,621.40	$178,921,645.91

Table No. 2

SUMMARY OF EXPENDITURES

July 1, 1958 to June 30, 1959

Classification of Expenditures	*Total Expended*	*Expenditures by Funds*			
		State	*County*	*Federal*	*Miscellaneous*
Capital Outlays:					
Construction, primary highways	$39,066,509.12	$16,268,444.11	$ 69,529.58	$22,227,441.00	$ 501,094.43
Construction, secondary highways	4,026,883.14	1,543,267.80	.....	2,399,323.00	84,292.34
Construction, county roads	4,838,873.61	1,253,376.42	829,176.87	2,756,320.32	.....
Cooperation in forest road work	1,763.32	1,763.32	.....	.....	.....
City allotment projects	296,373.62	278,837.00	.....	.....	17,536.62
Minor betterments	598,571.15	506,000.67	12,028.87	.....	80,541.61
Surveys	1,630,155.48	1,374,899.96	.....	198,047.00	57,208.52
Real property negotiation expense	91,126.82	91,126.82	.....	.....	.....
Purchase of rights of way, quarries, etc.	10,698,477.01	1,377,495.79	.....	9,306,883.40	14,097.82
Purchase of parks	111,474.21	111,474.21	.....	.....	.....
Improvements in parks	968,185.28	968,185.28	.....	.....	.....
Improvements at maintenance stations	313,155.59	313,155.59	.....	.....	.....
Improvements of other properties	144,340.02	144,340.02	.....	.....	.....
Equipment purchases less credits for sales and depreciation	652,958.12	652,958.12	.....	.....	.....
Subtotals, capital outlays	$63,438,846.49	$24,885,325.11	$ 910,735.32	$36,888,014.72	$ 754,771.34
Maintenance:					
Contract maintenance	$ 218,591.57	$ 218,591.57	$	$	$ .....
General maintenance, primary	9,222,909.55	9,222,909.55	.....	.....	.....
General maintenance, secondary	2,842,657.89	2,842,657.89	.....	.....	.....
County road signs, etc.	43,712.13	43,712.13	.....	.....	.....
Maintenance adjustment account	Cr. 51,504.48	Cr. 51,504.48	.....	.....	.....
District maintenance superintendence	432,354.92	432,354.92	.....	.....	.....
Subtotals, maintenance	$12,708,721.58	$12,708,721.58	$	$	$ .....
Operation:					
Administration and general supervision	$ 2,718,686.00	$ 2,718,686.00	$	$	$ .....
Planning and traffic survey	791,582.25	472,442.25	.....	319,140.00	.....
Travel information division	380,813.43	380,813.43	.....	.....	.....
Operation of parks	591,778.72	591,778.72	.....	.....	.....
Rights of way leases, etc.	Cr. 55,878.26	Cr. 55,878.26	.....	.....	.....
Maintenance station upkeep	160,162.80	160,162.80	.....	.....	.....
Radio communication system	112,133.96	112,133.96	.....	.....	.....
Truck load inspection	647,222.41	647,222.41	.....	.....	.....
Operation of drawbridges and ferries	371,865.33	371,865.33	.....	.....	.....
Research and special investigation	23,096.69	23,096.69	.....	.....	.....
Contribution to retirement fund	397,119.65	397,119.65	.....	.....	.....
Contribution to social security	331,772.80	331,772.80	.....	.....	.....
Legislative interim committee expense	8,965.91	8,965.91	.....	.....	.....
Miscellaneous general expense	121,666.94	121,666.94	.....	.....	.....
Subtotals, operation	$ 6,600,988.63	$ 6,281,848.63	$	$ 319,140.00	$ .....
Service and clearing accounts	$ 6,540.90	$ 6,540.90	$	$	$ .....
Bond interest and maturities	5,713,926.91	4,131,386.91	.....	1,582,540.00	.....
Total expenditures	$88,469,024.51	$48,013,823.13	$ 910,735.32	$38,789,694.72	$ 754,771.34

Table No. 2—Continued

SUMMARY OF EXPENDITURES

July 1, 1959 to June 30, 1960

Classification of Expenditures	*Total Expended*	*Expenditures by Funds*			
		State	*County*	*Federal*	*Miscellaneous*
Capital Outlays:					
Construction, primary highways	$43,357,940.94	$ 8,751,590.13	$ 21,352.10	$33,608,597.01	$ 976,401.70
Construction, secondary highways	5,167,835.98	1,752,314.98	.....	3,397,415.22	18,105.78
Construction, county roads	3,324,712.08	Cr. 303,310.98	1,037,496.06	2,590,527.00	.....
Cooperation in forest road work	8,434.33	8,434.33	.....	.....	.....
City allotment projects	168,714.15	148,545.80	.....	.....	20,168.35
Minor betterments	2,191,300.17	2,178,126.42	.....	.....	13,173.75
Surveys	1,721,438.25	1,331,065.19	.....	380,820.00	9,553.06
Real property negotiation expense	61,073.08	61,073.08	.....	.....	.....
Purchase of rights of way, quarries, etc.	8,046,196.95	1,181,287.74	.....	6,861,720.95	3,188.26
Purchase of parks	11,099.63	11,099.63	.....	.....	.....
Improvements in parks	557,913.24	557,913.24	.....	.....	.....
Improvements at maintenance stations	62,125.03	62,125.03	.....	.....	.....
Improvements of other properties	246,348.60	246,348.60	.....	.....	.....
Equipment purchases less credits for sales and depreciation	1,301,748.92	1,301,748.92	.....	.....	.....
Subtotals, capital outlays	$66,226,881.35	$17,288,362.11	$ 1,058,848.16	$46,839,080.18	$ 1,040,590.90
Maintenance:					
Contract maintenance	$ 89,808.39	$ 89,808.39	$	$	$ .....
General maintenance, primary	8,000,060.60	8,000,060.60	.....	.....	.....
General maintenance, secondary	2,642,488.29	2,642,488.29	.....	.....	.....
County road signs, etc.	49,326.16	49,326.16	.....	.....	.....
Maintenance adjustment account	Cr. 52,043.93	Cr. 52,043.93	.....	.....	.....
District maintenance superintendence	461,523.79	461,523.79	.....	.....	.....
Subtotals, maintenance	$11,191,163.30	$11,191,163.30	$	$	$ .....
Operation:					
Administration and general supervision	$ 2,790,275.01	$ 2,790,275.01	$	$	$ .....
Planning and traffic survey	991,763.01	280,235.21	.....	711,527.80	.....
Travel information division	331,340.76	331,340.76	.....	.....	.....
Operation of parks	624,581.11	624,581.11	.....	.....	.....
Rights of way leases, etc.	Cr. 7,186.07	Cr. 7,186.07	.....	.....	.....
Maintenance station upkeep	162,126.39	162,126.39	.....	.....	.....
Radio communication system	111,063.34	111,063.34	.....	.....	.....
Truck load inspection	684,204.10	684,204.10	.....	.....	.....
Operation of drawbridges and ferries	361,311.59	361,311.59	.....	.....	.....
Research and special investigation	26,094.64	26,094.64	.....	.....	.....
Contribution to retirement fund	463,875.51	463,875.51	.....	.....	.....
Contribution to social security	422,574.92	422,574.92	.....	.....	.....
Payments for unemployment compensation	39,571.95	39,571.95	.....	.....	.....
Legislative interim committee expense	8,084.26	8,084.26	.....	.....	.....
Miscellaneous general expense	136,614.08	136,614.08	.....	.....	.....
Subtotals, operation	$ 7,146,294.60	$ 6,434,766.80	$	$ 711,527.80	$ .....
Service and clearing accounts	$ 247,746.00	$ 247,746.00	$	$	$ .....
Bond interest and maturities	5,640,536.15	3,353,048.15	.....	2,287,488.00	.....
Total expenditures	$90,452,621.40	$38,515,086.36	$ 1,058,848.16	$49,838,095.98	$ 1,040,590.90

Table No. 3

MILEAGES OF HIGHWAY CONSTRUCTION WORK PERFORMED
by the
STATE HIGHWAY COMMISSION

Highway System and Year	*Concrete Pavement (Miles)*	*Bituminous Pavement (Miles)*	*Bituminous Macadam (Miles)*	*Oiled Surface (Miles)*	*Rock and Gravel Surface (Miles)*	*Grading (Miles)*	*Bridges Over 20 Feet (No.)*	*Grade Separation (No.)*
Primary:								
1917-1956	372.2	1,749.5	1,238.0	3,690.0	5,875.3	5,231.5	1,355	275
1957	.....	128.7	.....	94.9	121.3	101.6	25	12
1958	9.1	52.5	.....	10.5	71.8	104.1	41	31
1959	.....	85.0	.....	88.1	105.3	143.5	25	32
1960 (To June 30)	7.7	108.6	.....	3.6	73.7	53.0	30	11
Totals	389.0	2,124.3	1,238.0	3,887.1	6,247.4	5,633.7	1,476	361
Secondary:								
1933-1956	8.7	287.6	59.7	1,356.4	1,493.4	1,009.2	156	20
1957	.....	35.1	.....	74.8	64.6	44.7	7	2
1958	.....	1.7	.....	34.6	46.3	43.5	7	....
1959	.....	13.0	.....	91.6	63.4	34.9	5	3
1960 (To June 30)	.....	29.4	.....	9.0	16.2	25.4	3	3
Totals	8.7	366.8	59.7	1,566.4	1,683.9	1,157.7	178	28
Other Roads:								
1935-1956	7.3	166.2	41.7	639.6	713.3	489.5	105	7
1957	.....	33.5	.....	59.1	53.4	48.2	22	....
1958	.....	21.2	.....	85.4	78.1	60.1	27	1
1959	.....	21.9	.....	88.2	65.7	54.0	45	....
1960 (To June 30)	.....	8.9	.....	19.9	22.9	14.2	8	....
Totals	7.3	251.7	41.7	892.2	933.4	666.0	207	8

Table No. 4

MILEAGES OF STATE HIGHWAYS MAINTAINED
by the
STATE HIGHWAY COMMISSION

Highway System and Year	*Concrete Pavement*	*Bituminous Pavement*	*Bituminous Macadam*	*Oiled Rock Surfacing*	*Unoiled Rock Surfacing*	*Graded and Unimproved Earth*	*Total*
Primary:							
1955	279	1,348	1,181	2,128	50	37	5,023
1956	247	1,394	1,212	1,902	39	36	4,830
1957	253	1,474	1,121	1,893	39	36	4,816
1958	330	1,904	1,141	1,903	53	15	5,346
1959	345	2,050	1,097	1,828	31	15	5,366
Secondary:							
1955	54	452	69	1,460	435	115	2,585
1956	60	500	85	1,448	420	131	2,644
1957	64	533	79	1,444	403	125	2,648
1958	78	582	86	1,443	395	105	2,689
1959	73	581	131	1,537	240	105	2,667

Table No. 5

STATE FUNDS RECEIVED AND EXPENDED BY THE STATE HIGHWAY COMMISSION

From 1917 to June 30, 1960

Year	*Net Receipts (State Funds Only)*	*Net Expenditures (State Funds Only)*
1917-1921 (including $94,418.14 balance from 1916)	$ 35,890,894.87	$ 35,593,993.26
1922	9,608,966.45	7,724,688.96
1923	7,664,977.79	7,287,991.77
1924	6,115,536.48	6,916,867.91
1925	10,231,908.30	10,611,283.45
1926	7,345,080.19	7,927,130.75
1927	8,627,279.00	8,474,609.91
1928	8,721,396.09	8,975,204.79
1929	10,658,473.58	10,160,542.57
1930	13,897,663.65	12,808,014.45
1931	10,930,545.38	11,108,835.57
1932	9,925,665.72	10,812,369.81
1933	7,804,925.99	7,860,497.50
1934	8,798,396.81	7,517,063.41
1935	14,469,922.86	13,687,022.82
1936	10,943,742.46	13,194,698.50
1937	11,921,069.07	12,595,127.42
1938	11,418,916.44	11,261,453.70
1939	11,771,364.62	11,158,189.25
1940	12,759,332.27	12,156,575.57
1941	15,093,637.57	14,874,800.01
1942	13,450,738.45	13,290,781.61
1943	11,738,155.10	9,128,388.61
1944	11,714,984.39	8,499,431.13
1945	13,224,169.64	7,635,689.97
1946	18,681,153.29	15,336,831.64
1947	19,783,754.69	19,282,928.54
1948	20,170,681.21	25,057,168.91
1949	19,231,769.16	27,317,223.60
1950	31,367,429.18	28,443,846.33
1951	45,988,972.78	33,413,778.37
1952	47,899,533.72	49,479,889.01
1953	76,564,299.65	50,429,167.98
1954	35,673,374.88	54,592,668.50
1955	38,286,882.07	46,337,197.89
1956	39,494,255.19	45,215,884.74
1957	59,102,761.48	41,998,690.80
1958	40,455,966.65	41,428,001.53
1959	43,343,342.23	46,645,612.32
1960 (to June 30)	20,118,608.30	18,136,832.55
Totals	$850,890,527.65	$824,376,975.41
Balance on Hand, July 1, 1960		26,513,552.24
Total		$850,890,527.65

Table No. 6

YEARLY EXPENDITURES ON WORK HANDLED UNDER THE SUPERVISION OF THE STATE HIGHWAY COMMISSION

From 1917 to June 30, 1960

Year	*State Funds*	*County Funds*	*Government Funds*	*Miscellaneous Funds*	*Total*
1917-1918	$ 2,888,257.48	$ 709,724.79	$	$	$ 3,597,982.27
1919-1920	17,659,911.13	1,235,386.96	1,320,878.93	19,364.26	20,235,541.28
1921-1922	22,770,513.61	4,711,685.07	3,225,651.72	168,268.13	30,876,118.53
1923-1924	14,204,859.68	3,724,533.62	2,837,866.24	285,226.61	21,052,486.15
1925-1926	18,538,414.20	2,001,962.21	2,592,017.66	182,399.75	23,314,793.82
1927-1928	17,449,814.70	1,295,207.74	1,693,961.84	92,702.90	20,531,687.18
1929-1930	22,968,557.02	812,986.39	2,189,703.62	24,523.86	25,995,770.89
1931-1932	21,921,205.38	402,102.27	6,238,438.61	83,460.71	28,645,206.97
1933-1934	15,377,560.91	342,749.03	8,747,717.40	30,434.55	24,498,461.89
1935-1936	26,881,721.32	262,795.98	10,540,846.59	18,773.61	37,704,137.50
1937-1938	23,856,581.12	266,458.96	7,463,696.53	87,146.90	31,673,883.51
1939	11,158,189.25	9,480.34	2,652,475.77	12,202.46	13,832,347.82
1940	12,156,575.57	4,000.00	2,926,250.31	30,976.06	15,117,801.94
1941	14,874,800.01	62,041.05	2,810,894.93	7,250.00	17,754,985.99
1942	13,290,781.61	8,492.08	2,273,616.82	13,926.38	15,586,816.89
1943	9,128,388.61	1,550.00	4,341,584.26	32,500.00	13,504,022.87
1944	8,499,431.13	8,550.00	3,108,858.22	30,112.71	11,646,952.06
1945	7,635,689.97	1,550.00	2,290,000.27	861.01	9,928,101.25
1946	15,336,831.64	1,550.00	2,339,091.54	385.08	17,677,858.26
1947	19,282,928.54	16,200.00	6,771,812.00	22,421.33	26,093,361.87
1948	25,057,168.91	19,722.70	6,180,173.46	31,318.34	31,288,383.41
1949	27,317,223.60	269,590.62	6,555,119.04	71,522.66	34,213,455.92
1950	28,443,846.33	150,124.60	6,586,420.35	214,307.28	35,394,698.56
1951	33,413,778.37	256,393.83	7,327,746.25	553,510.52	41,551,428.97
1952	49,479,889.01	382,570.69	7,334,398.41	357,570.45	57,554,428.56
1953	50,429,167.98	482,206.33	8,859,076.91	236,740.71	60,007,191.93
1954	54,592,668.50	439,708.25	10,028,460.50	156,052.29	65,216,889.54
1955	46,337,197.89	1,006,484.22	10,708,344.92	810,376.42	58,862,403.45
1956	45,215,884.74	956,061.16	14,740,739.80	292,602.00	61,205,287.70
1957	41,998,690.80	1,134,295.73	25,772,629.00	473,387.56	69,379,003.09
1958	41,428,001.53	926,776.25	32,091,380.01	1,229,571.71	75,675,729.50
1959	46,645,612.32	932,071.21	50,890,030.49	1,261,476.72	99,729,190.74
1960 (to June 30)	18,136,832.55	455,951.08	13,050,938.81	156,196.94	31,799,919.38
Totals	$824,376,975.41	$ 23,290,963.16	$276,490,821.21	$ 6,987,569.91	$1,131,146,329.69

Table No. 7

SUMMARY OF EXPENDITURES BY MAJOR ITEMS

From 1917 to June 30, 1960

Classification of Expenditures	*Total Expended*	*Expenditures by Funds*			
		State	*County*	*Federal*	*Miscellaneous*
Capital Outlays:					
Contract construction	$ 561,228,489.58	$292,531,071.81	$ 22,646,891.53	$239,636,198.74	$ 6,414,327.50
Cooperation in forest road work	8,132,153.47	7,637,803.10	494,350.37	.....	.....
Minor betterments	18,357,003.55	17,972,495.41	18,975.57	4,000.00	361,532.57
Surveys	21,387,873.07	20,386,604.55	15,672.21	878,716.80	106,879.51
Subtotals, construction	$ 609,105,519.67	$338,527,974.87	$ 23,175,889.68	$240,518,915.54	$ 6,882,739.58
Rights of way, quarries, etc.	$ 70,695,899.04	$ 53,605,617.46	$ 9,909.75	$ 17,063,085.75	$ 17,286.08
Parks	7,459,167.74	7,444,188.74	.....	14,979.00	.....
Buildings and improvements (except parks)	7,502,484.04	7,470,024.44	.....	32,459.60	.....
Equipment (subsequent to 1934 only)	7,960,034.88	7,960,034.88	.....	.....	.....
Subtotals, capital outlays (including construction)	$ 702,723,105.37	$415,007,840.39	$ 23,185,799.43	$257,629,439.89	$ 6,900,025.66
Maintenance:					
Contract maintenance	$ 15,602,596.31	$ 15,170,439.78	$ 2,516.17	$ 343,877.98	$ 85,762.38
General maintenance	201,804,050.70	201,662,040.30	85,848.05	54,380.48	1,781.87
Other maintenance items	6,409,949.73	6,406,524.60	.....	3,425.13	.....
Subtotals, maintenance	$ 223,816,596.74	$223,239,004.68	$ 88,364.22	$ 401,683.59	$ 87,544.25
Miscellaneous:					
Administration and general supervision	$ 33,738,651.04	$ 33,738,651.04	$	$	$ .....
Miscellaneous operation	48,153,045.77	44,551,898.53	16,799.51	3,584,347.73	.....
Bond interest and maturities	122,714,930.77	107,839,580.77	.....	14,875,350.00	.....
Subtotals, miscellaneous	$ 204,606,627.58	$186,130,130.34	$ 16,799.51	$ 18,459,697.73	$ .....
Totals	$1,131,146,329.69	$824,376,975.41	$ 23,290,963.16	$276,490,821.21	$ 6,987,569.91

Table No. 8

SUMMARY OF EXPENDITURES

From 1917 to June 30, 1960

Classification of Expenditures	Total Expended	Expenditures by Funds			
		State	County	Federal	Miscellaneous
Construction, primary highways	$ 447,809,397.06	$242,132,351.80	$ 14,347,533.51	$186,610,562.67	$ 4,718,949.08
Construction, secondary highways	66,824,604.71	34,351,619.59	751,458.09	30,953,756.76	767,770.27
Construction, county roads	43,345,058.69	13,180,399.64	7,547,899.93	22,071,879.31	544,879.81
Cooperation in forest road work	8,132,153.47	7,637,803.10	494,350.37	.....	.....
City allotment projects	3,249,429.12	2,866,700.78	.....	.....	382,728.34
Minor betterments	18,357,003.55	17,972,495.41	18,975.57	4,000.00	361,532.57
Surveys and engineering county work	21,387,873.07	20,386,604.55	15,672.21	878,716.80	106,879.51
Real property negotiation expense	2,160,721.98	2,160,721.98	.....	.....	.....
Purchase of rights of way, quarries, etc.	68,535,177.06	51,444,895.48	9,909.75	17,063,085.75	17,286.08
Purchase of parks	1,336,737.33	1,336,737.33	.....	.....	.....
Improvements in parks	6,122,430.41	6,107,451.41	.....	14,979.00	.....
Improvements in maintenance stations, etc.	7,502,484.04	7,470,024.44	.....	32,459.60	.....
Equipment purchases less sales and depreciation	7,960,034.[illegible]	7,960,034.88	.....	.....	.....
Subtotals, capital outlays	$ 702,723,10[illegible]37	$415,007,840.39	$ 23,185,799.43	$257,629,439.89	$ 6,900,025.66
Contract maintenance	$ 15,60[illegible],596.31	$ 15,170,439.78	$ 2,516.17	$ 343,877.98	$ 85,762.38
General maintenance, primary	155,582,317.19	155,450,586.48	81,352.02	48,596.82	1,781.87
General maintenance, secondary	44,592,027.61	44,586,655.82	1,968.62	3,403.17	.....
County road signs, etc.	1,629,705.90	1,624,798.00	2,527.41	2,380.49	.....
Maintenance of city streets (1941-1947)	366,868.64	363,443.51	.....	3,425.13	.....
District maintenance superintendence	6,043,081.09	6,043,081.09	.....	.....	.....
Subtotals, maintenance	$ 223,816,596.74	$223,239,004.68	$ 88,364.22	$ 401,683.59	$ 87,544.[illegible]5
Administration and general supervision	$ 33,738,651.04	$ 33,738,651.04	$	$	$ .....
Planning and traffic surveys	7,610,531.14	4,051,455.41	.....	3,559,075.73	.....
Travel information division	4,701,166.97	4,701,166.97	.....	.....	.....
Operation and maintenance of parks	5,591,271.19	5,591,271.19	.....	.....	.....
Operation of drawbridges and ferries	4,888,530.16	4,871,730.65	16,799.51	.....	.....
Maintenance station and truck scale upkeep	1,919,222.36	1,919,222.36	.....	.....	.....
Radio communication system	911,034.00	885,762.00	.....	25,272.00	.....
Truck load inspection	5,691,062.33	5,691,062.33	.....	.....	.....
Contributions to retirement funds	7,790,993.20	7,790,993.20	.....	.....	.....
Miscellaneous general expense	4,669,043.07	4,669,043.07	.....	.....	.....
Subtotals, operation	$ 77,511,505.46	$ 73,910,358.22	$ 16,799.51	$ 3,584,347.73	$ .....
Service and clearing accounts	$ 4,380,191.35	$ 4,380,191.35	$	$	$ .....
Bond interest and maturities	122,714,930.77	107,839,580.77	.....	14,875,350.00	.....
Totals	$1,131,146,329.69	$824,376,975.41	$ 23,290,963.16	$276,490,821.21	$ 6,987,569.91

Table No. 9

SCHEDULE OF YEARLY INCOMES FROM DIFFERENT SOURCES

From 1917 to June 30, 1960

Source of Income	*1917 to 1953 Inclusive*	*1954*	*1955*	*1956*	*1957*
Balance on hand December 1, 1916	$ 94,418.14	$	$	$	$
Bond Sales (including accrued interest)	125,621,816.29				20,205,801.03
Motor vehicle license fees	139,189,267.69	9,971,384.89	10,521,302.33	10,855,170.50	10,936,981.06
Gasoline tax	362,384,007.63	30,481,970.30	32,457,937.76	33,725,478.12	33,536,616.10
Diesel fuel tax	1,341,820.40	41,752.26	42,878.39	48,923.69	57,921.78
Motor transportation fees	58,077,679.07	9,903,061.05	11,125,016.16	12,000,137.36	11,703,461.97
One-quarter mill property tax	1,724,032.33				
Fines for traffic law violations	2,935,900.56	401,352.43	448,217.84	458,550.01	429,948.41
Cash discounts	911,592.07	39,536.54	29,644.29	44,730.45	34,952.38
Contributions to cities withheld	1,625,000.00	250,000.00	250,000.00	250,000.00	250,000.00
Receipts from counties to apply on loans	1,147,597.97				
Refund of contributions to state police	289,009.57	4,168.97		35,222.97	
Interest on loan of bond funds	301,047.11	796,171.91	433,650.17	120,086.34	304,039.21
Subtotals, state funds (gross)	$695,643,188.83	$ 51,889,398.35	$ 55,308,646.94	$ 57,538,299.44	$ 77,459,721.94
Less contributions to state police	$ 12,311,723.35	$ 1,563,980.00	$ 1,617,748.50	$ 1,671,517.00	$ 1,850,033.25
Less contributions to counties	79,883,129.27	9,648,873.24	10,145,176.33	10,797,304.40	10,758,505.78
Less contributions to state general fund	313,103.37				
Less contributions to cities	27,572,298.02	5,003,170.23	5,258,840.04	5,575,222.85	5,748,421.43
Less loans to counties	1,147,597.97				
Subtotals, state funds (net)	$574,415,336.85	$ 35,673,374.88	$ 38,286,882.07	$ 39,494,255.19	$ 59,102,761.48
County cooperative funds	$ 17,439,615.26	$ 439,708.25	$ 1,006,484.22	$ 956,061.16	$ 1,134,295.73
Federal cooperative funds	119,208,297.68	10,028,460.50	10,708,344.92	14,740,739.80	25,772,629.00
Miscellaneous cooperative funds	2,607,906.27	156,052.29	810,376.42	292,602.00	473,387.56
Totals	$713,671,156.06	$ 46,297,595.92	$ 50,812,087.63	$ 55,483,658.15	$ 86,483,073.77

Table No. 9—Continued

Source of Income	*1917 to 1957 Inclusive*	*1958*	*1959*	*1960 (to June 30)*	*1917 to June 30, 1960*
Balance on hand December 1, 1916	$ 94,418.14	$	$	$	$ 94,418.14
Bond sales (including accrued interest)	145,827,617.32				145,827,617.32
Motor vehicle license fees	181,474,106.47	11,425,880.78	10,856,969.35	7,728,434.95	211,485,391.55
Gasoline tax	492,586,009.91	34,028,628.77	36,023,025.29	15,830,172.18	578,467,836.15
Diesel fuel tax	1,533,296.52	75,737.03	76,113.69	40,914.29	1,726,061.53
Motor transportation fees	102,809,355.61	12,257,975.08	14,237,140.85	6,546,981.25	135,851,452.79
One-quarter mill property tax	1,724,032.33				1,724,032.33
Fines for traffic law violations	4,673,969.25	489,017.89	503,534.47	231,432.89	5,897,954.50
Cash discounts	1,060,455.73	50,834.60	53,407.46	20,172.13	1,184,869.92
Contributions to cities withheld	2,625,000.00	250,000.00	250,000.00	125,000.00	3,250,000.00
Receipts from counties to apply on loans	1,147,597.97				1,147,597.97
Refund of contributions to state police	328,401.51		21,385.12		349,786.63
Interest on loan of bond funds	1,954,994.74	668,379.00	380,977.08	228,682.12	3,233,032.94
Unexpended balance of student driver training fees			719,712.78		719,712.78
Subtotals, state funds (gross)	$937,839,255.50	$ 59,246,453.15	$ 63,122,266.09	$ 30,751,789.81	$1,090,959,764.55
Less contributions to state police	$ 19,015,002.10	$ 2,028,549.50	$ 2,270,990.47	$ 1,256,715.72	$ 24,571,257.79
Less contributions to counties	121,232,989.02	11,087,056.50	11,442,689.77	6,084,907.29	149,847,642.58
Less contributions to state general fund	313,103.37				313,103.37
Less contributions to cities	49,157,952.57	5,674,880.50	6,065,243.62	3,291,558.50	64,189,635.19
Less loans to counties	1,147,597.97				1,147,597.97
Subtotals, state funds (net)	$746,972,610.47	$ 40,455,966.65	$ 43,343,342.23	$ 20,118,608.30	$ 850,890,527.65
County cooperative funds	$ 20,976,164.62	$ 926,776.25	$ 932,071.21	$ 455,951.08	$ 23,290,963.16
Federal cooperative funds	180,458,471.90	32,091,380.01	50,890,030.49	13,050,938.81	276,490,821.21
Miscellaneous cooperative funds	4,340,324.54	1,229,571.71	1,261,476.72	156,196.94	6,987,569.91
Totals	$952,747,571.53	$ 74,703,694.62	$ 96,426,920.65	$ 33,781,695.13	$1,157,659,881.93

Table No. 10

SCHEDULE OF YEARLY EXPENDITURES

From 1917 to June 30, 1960

The expenditures in this table include all expenditures in connection with work handled under the direct supervision of the State Highway Commission during the period December 1, 1916 to June 30, 1960.

Classification of Expenditures	*1917 to 1953 Inclusive*	*1954*	*1955*	*1956*	*1957*
Construction, primary highways	$267,619,071.73	$ 29,751,608.28	$ 24,749,847.14	$ 22,093,494.07	$ 26,141,417.12
Construction, secondary highways	32,566,937.59	2,291,772.12	3,033,293.77	4,286,523.05	4,908,643.93
Construction, county roads	16,927,507.21	2,027,201.52	2,654,809.76	3,050,286.01	4,645,397.87
Cooperation in forest road work	8,111,537.93	1,813.96	2,141.85	.....	6,462.08
City allotment projects	1,644,426.70	281,873.60	303,913.93	255,231.39	267,713.31
Minor betterments	12,248,604.22	735,337.65	778,493.97	805,538.40	720,972.75
Surveys and engineering county work	11,157,727.75	1,408,991.43	1,535,621.40	1,511,569.09	1,560,194.36
Subtotals, construction	$350,275,813.13	$ 36,498,598.56	$ 33,058,121.82	$ 32,002,642.01	$ 38,250,801.42
Real property negotiation expense	$ 1,309,637.10	$ 152,525.48	$ 160,176.21	$ 176,388.82	$ 144,452.25
Purchase of rights of way, quarries, etc.	27,119,621.47	6,266,251.84	3,880,125.44	5,098,445.42	4,791,420.35
Purchase of parks	1,134,963.75	Cr. 26,448.74	44,288.00	13,937.33	18,549.93
Improvements in parks	2,054,181.70	375,443.63	365,345.91	583,212.90	708,069.11
Improvements of maintenance stations, etc.	5,451,781.82	361,174.48	142,703.18	212,232.91	254,409.06
Equipment purchases less sales and depreciation	4,315,767.41	167,048.53	115,098.88	300,948.67	513,560.20
Subtotals, capital outlays (including construction)	$391,661,766.38	$ 43,794,593.78	$ 37,765,859.44	$ 38,387,808.06	$ 44,681,262.32
Contract maintenance	$ 13,793,092.24	$ 212,354.64	$ 216,115.23	$ 619,307.40	$ 424,089.85
General maintenance, primary	103,346,214.05	7,785,168.29	7,754,668.39	8,881,474.57	8,882,629.78
General maintenance, secondary	25,540,794.62	2,617,452.07	2,490,767.15	2,740,879.59	2,978,707.89
County road signs, etc.	355,375.66	36,143.56	32,465.83	28,299.93	33,097.16
Maintenance of city streets (1941-1947)	366,868.64	.....	.....	.....	.....
District maintenance superintendence	3,776,120.86	.....*	345,360.66	378,893.72	405,839.15
Subtotals, maintenance	$147,178,466.07	$ 10,651,118.56	$ 10,839,377.26	$ 12,648,855.21	$ 12,724,363.83
Administration and general supervision	$ 17,981,969.68	$ 2,357,624.50	$ 1,927,164.69	$ 2,158,852.69	$ 2,497,060.98
Planning and traffic surveys	3,202,327.10	420,543.47	433,610.34	489,815.99	940,916.59
Travel information division	2,600,628.13	265,173.99	263,664.15	313,316.37	302,375.14
Operation and maintenance of parks	2,302,945.16	399,086.47	418,213.02	469,813.49	528,158.73
Operation of drawbridges and ferries	2,782,499.84	234,029.70	289,546.64	307,520.93	314,346.93
Maintenance station and truck scale upkeep	980,112.87	112,336.53	129,569.09	114,548.33	156,869.80
Radio communication system	382,671.65	52,782.37	56,537.66	64,911.58	85,003.81
Truck load inspection	2,104,302.98	392,675.90	466,870.92	489,170.23	569,192.85
Contributions to retirement funds	3,223,360.79	676,561.43	637,073.99	645,949.52	635,910.18
Miscellaneous	3,963,515.14	71,290.98	97,346.98	58,244.13	118,666.24
Subtotals, operation	$ 39,524,333.34	$ 4,982,105.34	$ 4,719,597.48	$ 5,112,143.26	$ 6,148,501.25
Service and clearing accounts	$ 3,231,485.98	$ 253,036.73	$ 66,482.76 Cr.	$ 268,580.04	$ 607,507.83
Bond interest and maturities	87,681,854.52	5,536,035.13	5,471,086.51	5,325,061.21	5,217,367.86
Totals	$669,277,906.29	$ 65,216,889.54	$ 58,862,403.45	$ 61,205,287.70	$ 69,379,003.09

* District Maintenance supervision carried in administration and general supervision during 1953 and 1954.

Table No. 10—Continued

SCHEDULE OF YEARLY EXPENDITURES

From 1917 to June 30, 1960

Classification of Expenditures	*1958*	*1959*	*1960 (to June 30)*	*Reclassification Transfer*	*1917 to June 30, 1960*
Construction, primary highways	$ 30,589,523.20	$ 48,809,390.54	$ 11,977,392.08 Cr.	$ 13,922,347.10	$ 447,809,397.06
Construction, secondary highways	4,414,637.28	5,159,377.45	1,075,764.77	9,087,654.75	66,824,604.71
Construction, county roads	4,235,832.59	4,184,921.53	850,689.33	4,768,412.87	43,345,058.69
Cooperation in forest road work	1,763.32	7,906.23	528.10	.....	8,132,153.47
City allotment projects	282,453.79	206,907.18	6,909.22	.....	3,249,429.12
Minor betterments	604,180.77	1,947,396.63	516,420.16	59.00	18,357,003.55
Surveys and engineering county work	1,602,047.98	1,640,840.16	970,880.90	.....	21,387,873.07
Subtotals, construction	$ 41,730,438.93	$ 61,956,739.72	$ 15,398,584.56 Cr.	$ 66,220.48	$ 609,105,519.67
Real property negotiation expense	$ 119,930.31	$ 69,694.45	$ 27,917.36	$	$ 2,160,721.98
Purchase of rights of way, quarries, etc.	6,937,928.17	11,194,202.13	3,262,430.38 Cr.	15,248.14	68,535,177.06
Purchase of parks	97,371.09	30,754.29	23,321.68	.....	1,336,737.33
Improvements in parks	772,305.75	912,210.08	330,059.93	21,601.40	6,122,430.41
Improvements of maintenance stations, etc.	397,040.19	350,662.42	182,473.24	58,702.27	7,411,179.57
Equipment purchases less sales and depreciation	807,171.13	1,004,118.08	827,626.45	.....	8,051,339.35
Subtotals, capital outlays (including construction)	$ 50,862,185.57	$ 75,518,381.17	$ 20,052,413.60 Cr.	$ 1,164.95	$ 702,723,105.37
Contract maintenance	$ 247,987.19	$ 100,663.11	$ 5,538.36 Cr.	$ 16,551.71	$ 15,602,596.31
General maintenance, primary	9,040,225.83	8,200,978.98	4,021,713.57 Cr.	2,330,756.27	155,582,317.19
General maintenance, secondary	2,996,826.80	2,714,309.01	1,221,217.73	1,291,072.75	44,592,027.61
County road signs, etc.	35,916.46	49,489.00	28,742.07	1,030,176.23	1,629,705.90
Maintenance of city streets (1941-1947)	.....	.....	.....	.....	366,868.64
District maintenance superintendence	419,689.08	448,704.30	242,473.32	26,000.00	6,043,081.09
Subtotals, maintenance	$ 12,740,645.36	$ 11,514,144.40	$ 5,519,685.05 Cr.	$ 59.00	$ 223,816,596.74
Administration and general supervision	$ 2,652,125.50	$ 2,764,028.84	$ 1,396,100.21	$ 3,723.95	$ 33,738,651.04
Planning and traffic surveys	722,395.28	847,398.36	553,524.01	.....	7,610,531.14
Travel information division	303,848.71	404,110.35	248,050.13	.....	4,701,166.97
Operation and maintenance of parks	547,825.22	624,804.85	300,424.25	.....	5,591,271.19
Operation of drawbridges and ferries	387,816.37	391,296.19	181,473.56	.....	4,888,530.16
Maintenance station and truck scale upkeep	150,899.73	135,359.66	97,876.44	41,649.91	1,919,222.36
Radio communication system	92,628.35	115,923.15	60,575.43	.....	911,034.00
Truck load inspection	635,791.26	664,950.07	349,025.87	19,082.25	5,691,062.33
Contributions to retirement funds	702,947.80	782,360.47	495,046.87	.....	7,793,591.85
Miscellaneous	180,256.91	135,959.35	98,777.65 Cr.	63,232.16	4,666,444.42
Subtotals, operation	$ 6,376,535.13	$ 6,866,191.29	$ 3,780,874.42	$ 1,223.95	$ 77,511,505.46
Service and clearing accounts	$ Cr. 52,710.12	$ 153,237.18	$ 389,731.03	$	$ 4,380,191.35
Bond interest and maturities	5,749,073.56	5,677,236.70	2,057,215.28	.....	122,714,930.77
Totals	$ 75,675,729.50	$ 99,729,190.74	$ 31,799,919.38	$	$1,131,146,329.69

Table No. 11

PRIMARY HIGHWAY CONSTRUCTION EXPENDITURES SUMMARIZED BY HIGHWAYS

From 1917 to June 30, 1960

Kinds of expenditures are the same as included in Table 13.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures			
			By State	By County	By Federal Government	By Miscel. Contributors
1	Pacific	$138,451,631.16	$ 73,469,916.27	$ 265,492.04	$ 64,598,720.20	$ 117,502.65
1E	Pacific East	11,696,086.02	6,376,562.28	97,042.37	5,061,551.18	160,930.19
1W	Pacific West	28,290,179.20	16,242,371.86	359,482.68	11,611,419.99	76,904.67
2	Columbia River	80,281,437.11	51,208,296.55	342,868.69	27,084,972.20	1,645,299.67
3	Oswego	1,108,885.75	751,981.59	168,309.82	145,600.00	42,994.34
4	The Dalles-California	22,010,431.26	13,114,867.47	955,445.79	7,778,914.76	161,203.24
5	John Day	9,974,998.49	4,982,357.90	595,738.05	4,393,652.54	3,250.00
6	Old Oregon Trail	35,324,845.48	15,518,338.58	564,700.24	17,492,667.46	1,749,139.20
7	Central Oregon	10,676,950.36	6,497,597.97	154,287.80	4,020,558.98	4,505.61
8	Oregon-Washington	2,818,222.34	2,248,099.13	72,649.31	492,330.06	5,143.84
9	Oregon Coast	67,858,617.37	50,441,159.01	2,040,136.13	15,276,689.33	100,632.90
10	Wallowa Lake	3,901,650.54	2,135,276.73	534,913.04	1,216,079.90	15,380.87
11	Enterprise-Lewiston	1,195,063.57	890,380.08	71,621.49	233,062.00	.....
12	Baker-Homestead	3,170,265.46	1,354,513.56	500,609.18	1,260,364.54	54,778.18
13	Baker-Unity	2,530,208.33	1,648,258.03	331,113.14	510,999.85	39,837.31
14	Crooked River	469,964.36	371,463.38	98,500.98	.....	.....
15	McKenzie	4,955,292.53	2,619,849.09	425,931.39	1,871,970.76	37,541.29
16	Santiam	3,610,572.50	2,425,579.45	232,885.28	894,351.96	57,755.81
17	McKenzie-Bend	711,890.71	396,381.51	5,509.20	310,000.00	.....
18	Willamette	5,956,835.14	3,654,562.59	311,897.95	1,861,604.09	128,770.51
19	Fremont	2,362,040.24	1,235,261.03	190,273.36	921,996.49	14,509.36
20	Klamath Falls-Lakeview	4,369,863.42	2,877,972.74	265,269.22	1,180,208.65	46,412.81
21	Green Springs	2,607,468.38	1,209,288.96	557,877.85	438,529.42	401,772.15
22	Crater Lake	4,379,065.20	2,355,935.24	195,895.65	1,827,234.31	.....
23	Dairy-Bonanza	125,986.79	91,122.99	34,863.80	.....	.....
24	Burns-Crane	834,610.33	381,885.23	48,156.79	404,568.31	.....
25	Redwood	5,243,949.57	2,976,692.15	74,507.82	2,157,539.88	35,209.72
26	Mt. Hood	5,621,538.89	3,353,717.24	818,499.42	1,443,506.78	5,815.45
27	Alsea	2,320,079.29	1,713,821.33	278,757.08	327,500.88	.....
28	Pendleton-John Day	3,342,313.14	1,804,505.06	159,464.16	1,378,123.04	220.88
29	Tualatin Valley	5,915,222.89	3,988,480.16	177,813.38	1,701,989.72	46,939.63
30	Willamina-Salem	4,835,625.87	2,675,923.12	280,089.77	1,861,038.29	18,574.69
31	Albany-Corvallis	658,327.98	186,492.31	130,101.15	299,593.00	42,141.52
32	Three Rivers	712,347.04	632,056.61	21,646.19	58,644.24	.....
33	Corvallis-Newport	5,168,595.28	3,711,580.45	249,205.22	1,199,189.35	8,620.26
34	Siuslaw	3,133,557.29	2,472,622.33	476,293.56	184,641.40	.....
35	Coos Bay-Roseburg	4,760,478.26	2,533,017.75	653,726.42	1,555,875.22	17,858.87
36	Pendleton-Cold Springs	496,087.68	224,614.42	191,239.44	80,233.82	.....
37	Wilson River	6,463,631.84	5,035,210.55	.....	1,428,421.29	.....
38	Oregon Caves	476,635.74	462,635.74	14,000.00	.....	.....
39	Salmon River	5,194,871.95	3,177,826.27	58,106.99	1,958,938.69	.....
40	Beaverton-Hillsdale	2,168,762.24	1,223,245.74	61,252.97	882,415.20	1,848.33
41	Ochoco	4,010,375.54	2,799,091.71	150,281.19	1,058,502.64	2,500.00
42	Sherman	2,964,817.23	1,276,964.59	360,879.73	1,325,225.12	1,747.79
43	Monmouth-Independence	102,502.39	102,502.39	.....	.....	.....
44	Wapinitia	365,997.90	179,129.06	.....	186,868.84	.....
45	Umpqua	3,074,098.19	1,229,286.49	421,589.16	1,418,389.58	4,832.96
46	Necanicum	731,211.24	422,352.63	148,986.77	159,871.84	.....
47	Sunset	12,474,008.99	6,843,231.51	92,000.00	5,488,722.62	50,054.86
48	John Day-Burns	686,591.57	499,219.72	.....	178,992.00	8,379.85
49	Lakeview-Burns	786,847.64	538,802.93	31,604.06	216,440.65	.....
50	Klamath Falls-Malin	1,875,235.62	1,334,209.44	77,816.14	444,315.28	18,894.76
51	Wilsonville-Hubbard	793,721.29	332,670.01	.....	461,051.28	.....
52	Heppner	1,790,896.06	1,214,823.88	315,066.35	254,796.00	6,209.83
53	Warm Springs	3,603,493.92	1,968,734.74	.....	1,634,759.18	.....
54	Umatilla-Stanfield	630,599.19	486,872.39	55,475.66	88,251.14	.....
58	Albany-Junction City	2,894,360.55	1,574,979.13	112,292.22	1,188,804.41	18,284.79
59	Sandy Boulevard	296,261.71	242,004.73	566.23	44,690.75	9,000.00
60	Rogue River	2,046,639.38	1,553,651.55	.....	492,987.83	.....
	Undistributed, Entire State	741,530.13	741,530.13	.....	.....	.....
	Undistributed, County General	103,802.37	68,193.51	35,608.86	.....	.....
	Flight Strips	1,130,789.90	625.36	.....	1,130,164.54	.....
	Totals	$547,288,867.80	$324,080,596.35	$ 14,868,341.18	$203,178,531.48	$ 5,161,398.79

Table No. 12

MAINTENANCE PRIMARY HIGHWAY ~~CONSTRUCTION~~ EXPENDITURES SUMMARIZED BY HIGHWAYS

From 1917 to June 30, 1960

Kinds of expenditures are same as included in Table No. 14.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures			
			By State	By County	By Federal Government	By Miscel. Contributors
1	Pacific	$ 11,268,542.68	$ 11,257,217.65	$ 11,325.03	$	$
1E	Pacific East	3,952,209.42	3,720,665.39	451.38	167,898.00	63,194.65
1W	Pacific West	4,809,352.55	4,803,154.62	6,197.93		
2	Columbia River	12,056,116.99	12,041,795.23	12,556.40	870.80	894.56
3	Oswego	589,028.31	589,028.31			
4	The Dalles-California	9,731,097.43	9,720,669.32	769.57	9,658.54	
5	John Day	7,372,900.96	7,367,842.97	5,057.99		
6	Old Oregon Trail	10,361,116.72	10,319,884.04	1,073.33	40,159.35	
7	Central Oregon	5,245,329.36	5,241,613.58	15.45	3,700.33	
8	Oregon-Washington	1,012,765.02	1,008,483.85	4,281.17		
9	Oregon Coast	19,315,197.10	19,270,586.12	4,501.67	39,109.31	1,000.00
10	Wallowa Lake	2,908,664.08	2,908,664.08			
11	Enterprise-Lewiston	852,762.97	852,762.97			
12	Baker-Homestead	1,527,590.65	1,527,394.49	196.16		
13	Baker-Unity	1,166,075.38	1,166,075.38			
14	Crooked River	323,916.82	323,916.82			
15	McKenzie	3,593,191.94	3,581,892.43		11,299.51	
16	Santiam	4,441,161.79	4,424,630.14		7,544.16	8,987.49
17	McKenzie-Bend	532,237.43	528,581.53		3,655.90	
18	Willamette	4,597,354.36	4,597,354.36			
19	Fremont	2,782,287.08	2,769,195.25		13,091.83	
20	Klamath Falls-Lakeview	2,566,511.97	2,564,862.55		1,649.42	
21	Green Springs	2,640,507.11	2,640,306.34	200.77		
22	Crater Lake	2,544,099.69	2,509,805.33		34,294.36	
23	Dairy-Bonanza	145,613.80	145,613.80			
24	Burns-Crane	474,111.92	474,015.45	96.47		
25	Redwood	1,369,980.04	1,369,980.04			
26	Mt. Hood	4,413,597.28	4,403,046.24		10,551.04	
27	Alsea	1,972,393.86	1,972,393.86			
28	Pendleton-John Day	3,385,861.16	3,385,861.16			
29	Tualatin Valley	1,480,097.67	1,470,104.46	9,993.21		
30	Willamina-Salem	978,025.50	977,989.49	36.01		
31	Albany-Corvallis	243,500.42	242,700.42	800.00		
32	Three Rivers	1,559,977.26	1,543,039.81	16,937.45		
33	Corvallis-Newport	2,679,519.17	2,676,928.38	320.50	2,270.29	
34	Siuslaw	2,888,053.63	2,876,561.32		11,492.31	
35	Coos Bay-Roseburg	4,007,887.60	3,996,991.32	3,838.17	7,058.11	
36	Pendleton-Cold Springs	601,537.74	601,537.74			
37	Wilson River	2,235,981.86	2,235,981.86			
38	Oregon Caves	330,675.70	330,675.70			
39	Salmon River	1,755,216.78	1,754,915.86	300.92		
40	Beaverton-Hillsdale	290,343.95	288,604.00	1,739.95		
41	Ochoco	3,399,678.08	3,399,678.08			
42	Sherman	2,227,008.95	2,219,701.79		7,307.16	
43	Monmouth-Independence	109,708.41	109,708.41			
44	Wapinitia	795,650.73	795,650.73			
45	Umpqua	1,689,624.18	1,689,624.18			
46	Necanicum	1,028,345.35	1,028,345.35			
47	Sunset	3,070,698.35	3,070,698.35			
48	John Day-Burns	1,396,913.30	1,396,913.30			
49	Lakeview-Burns	1,069,822.56	1,069,822.56			
50	Klamath Falls-Malin	776,380.44	776,380.44			
51	Wilsonville-Hubbard	58,586.02	58,586.02			
52	Heppner	1,397,876.95	1,393,285.46		4,591.49	
53	Warm Springs	1,819,780.99	1,819,780.99			
54	Umatilla-Stanfield	534,485.94	531,978.26	154.81	2,352.87	
58	Albany-Junction City	1,420,105.58	1,419,723.24	382.34		
59	Sandy Boulevard	200,608.37	200,608.37			
60	Rogue River	533,646.23	532,992.02	654.21		
	Maintenance supervision	4,792,030.35	4,792,030.35			
	Undistributed	90,889.90	90,889.90			
	Totals	$173,414,233.83	$172,879,721.46	$ 81,880.89	$ 378,554.78	$ 74,076.70

Table No. 13

PRIMARY STATE HIGHWAY CONSTRUCTION EXPENDITURES

SUMMARIZED BY COUNTIES

From 1917 to June 30, 1960

This table gives the totals of the expenditures made for primary state highway construction work in each of the several counties during the 44-year period ending June 30, 1960. It includes expenditures for construction, minor betterments, surveys, rights of way, and state expenditures in connection with forest highway work.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Miscel. Contributors*
Baker	$ 10,393,517.36	$ 5,534,971.85	$ 1,007,557.69	$ 3,692,370.32	$ 158,617.50
Benton	6,093,538.63	4,044,982.41	372,439.94	1,641,263.80	34,852.48
Clackamas	12,967,540.40	8,890,429.37	482,535.78	3,435,702.91	158,872.34
Clatsop	13,855,711.65	7,430,854.98	448,340.54	5,947,532.10	28,984.03
Columbia	7,674,905.81	5,474,929.30	12,060.23	2,182,213.65	5,702.63
Coos	19,692,456.01	12,944,681.31	839,123.48	5,876,280.28	32,370.94
Crook	1,680,755.92	1,185,405.95	192,238.85	300,611.12	2,500.00
Curry	21,687,667.65	19,431,529.87	216,142.72	2,039,995.06	.....
Deschutes	7,901,918.66	5,333,049.89	149,600.20	2,352,930.85	66,337.72
Douglas	47,914,713.76	33,455,848.53	1,098,767.18	13,330,888.30	29,209.75
Gilliam	5,683,257.36	3,850,439.28	266,278.07	1,528,690.62	37,849.39
Grant	5,456,860.01	2,992,083.09	185,034.28	2,271,362.79	8,379.85
Harney	5,255,674.35	2,830,832.62	128,701.27	2,296,140.46	.....
Hood River	15,193,281.76	12,891,337.32	283,001.46	1,983,581.46	35,361.52
Jackson	20,799,144.63	12,054,512.18	474,090.19	7,782,383.72	488,158.54
Jefferson	3,921,118.19	1,995,199.78	81,019.68	1,831,431.87	13,466.86
Josephine	16,416,191.19	7,952,677.52	110,077.78	8,318,226.17	35,209.72
Klamath	20,235,023.89	12,131,304.82	681,622.94	7,265,024.66	157,071.47
Lake	3,914,667.00	2,561,746.53	233,414.80	1,103,996.31	15,509.36
Lane	32,377,525.34	18,180,446.47	1,723,608.74	12,268,188.61	205,281.52
Lincoln	14,969,738.49	11,025,020.39	195,049.44	3,742,230.13	7,438.53
Linn	22,731,598.33	6,897,914.09	444,522.78	15,271,133.91	118,027.55
Malheur	16,297,337.64	6,525,307.67	192,501.04	8,036,502.82	1,543,026.11
Marion	22,066,546.65	13,201,859.28	241,862.34	8,571,635.11	51,189.92
Morrow	3,078,468.17	1,949,826.11	311,879.96	804,942.97	11,819.13
Multnomah	74,394,612.29	37,074,982.35	494,620.48	36,570,227.25	254,782.21
Polk	7,906,382.24	4,466,943.83	139,641.54	3,286,685.64	13,111.23
Sherman	3,883,707.04	1,625,112.89	273,903.11	1,450,240.23	534,450.81
Tillamook	9,959,658.55	6,352,683.28	500,432.99	3,066,372.32	40,169.96
Umatilla	16,876,233.21	9,872,821.41	574,514.87	6,190,564.04	238,332.89
Union	13,118,953.66	6,317,277.62	590,047.80	6,076,386.17	135,242.07
Wallowa	3,245,820.08	1,937,309.75	354,528.61	943,680.85	10,300.87
Wasco	20,425,630.38	10,937,272.55	880,581.15	7,986,047.65	621,729.03
Washington	22,533,024.01	15,509,333.33	100,412.78	6,875,935.08	47,342.82
Wheeler	6,001,091.18	3,332,617.03	171,598.91	2,496,875.24	.....
Yamhill	8,812,276.28	5,144,896.21	416,587.56	3,230,092.47	20,700.04
Flight Strips	1,130,789.90	625.36	.....	1,130,164.54	.....
Undistributed	741,530.13	741,530.13	.....	.....	.....
Totals	$547,288,867.80	$324,080,596.35	$ 14,868,341.18	$203,178,531.48	$ 5,161,398.79
Construction	$447,809,397.06	$242,132,351.80	$ 14,347,533.51	$186,610,562.67	$ 4,718,949.08
Minor Betterment	14,736,147.06	14,390,404.34	6,172.52	4,000.00	335,570.20
Surveys	16,474,932.97	15,603,260.41	10,375.03	754,418.02	106,879.51
Rights of Way	60,949,739.99	45,130,279.45	9,909.75	15,809,550.79	.....
Forest Roads	7,318,650.72	6,824,300.35	494,350.37	.....	.....
Totals	$547,288,867.80	$324,080,596.35	$ 14,868,341.18	$203,178,531.48	$ 5,161,398.79

Table No. 14

PRIMARY STATE HIGHWAY MAINTENANCE EXPENDITURES

SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1960, Inclusive

This table gives the totals of the expenditures made for primary state highway maintenance work in each of the several counties during the 44-year period ending June 30, 1960. It includes all expenditures for contract maintenance and general maintenance.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Miscel. Contributors*
Baker	$ 6,164,010.16	$ 6,163,814.00	$ 196.16	$	$
Benton	3,390,649.73	3,389,533.92	1,115.81		
Clackamas	4,768,027.12	4,767,786.15	240.97		
Clatsop	5,034,298.37	5,024,607.70	8,796.11		894.56
Columbia	1,995,236.83	1,995,236.83			
Coos	7,046,498.24	7.009,187.76	6,728.62	30,581.86	
Crook	1,700,497.09	1,700,497.09			
Curry	4,970,455.04	4,966,077.18	205.18	4,172.68	
Deschutes	5,070,713.70	5,058,467.35	240.10	12,006.25	
Douglas	9,234,599.45	9,230,458.62	4,140.83		
Gilliam	2,557,511.87	2,555,212.73	2,299.14		
Grant	5,101,829.80	5,099,399.63	2,430.17		
Harney	3,420,662.02	3,420,550.10	111.92		
Hood River	3,511,018.12	3,500,467.08		10,551.04	
Jackson	6,349,990.61	6,311,491.59	4,547.33	33,951.69	
Jefferson	2,143,907.79	2,138,086.87		5,820.92	
Josephine	2,897,518.11	2,895,876.52	1,641.59		
Klamath	10,032,270.83	10,028,042.02	48.52	4,180.29	
Lake	4,052,990.62	4,038,249.37		14,741.25	
Lane	12,488,428.71	12,466,992.73	1,899.06	19,536.92	
Lincoln	5,408,174.73	5,402,448.77	320.50	5,405.46	
Linn	5,003,753.34	4,988,283.27	333.54	6,149.04	8,987.49
Malheur	4,834,962.30	4,834,502.54	459.76		
Marion	2,292,040.69	2,291,830.28	210.41		
Morrow	2,149,732.80	2,142,164.58	2,976.73	4,591.49	
Multnomah	6,260,792.29	6,029,699.64		167,898.00	63,194.65
Polk	2,219,883.44	2,219,301.31	582.13		
Sherman	2,361,594.30	2,354,287.14		7,307.16	
Tillamook	5,965,671.61	5,947,614.31	8,779.59	8,277.71	1,000.00
Umatilla	7,389,233.94	7,341,251.71	4,599.21	43,383.02	
Union	4,696,498.57	4,695,983.88	514.69		
Wallowa	2,234,974.41	2,234,974.41			
Wasco	6,022,057.84	6,021,281.23	776.61		
Washington	3,636,151.98	3,624,611.23	11,540.75		
Wheeler	3,207,104.95	3,205,411.23	1,693.72		
Yamhill	2,917,572.18	2,903,120.44	14,451.74		
Maintenance supervision	4,792,030.35	4,792,030.35			
Undistributed	90,889.90	90,889.90			
Totals	$173,414,233.83	$172,879,721.46	$ 81,880.89	$ 378,554.78	$ 74,076.70
General maintenance	$155,491,427.29	$155,359,696.58	$ 81,352.02	$ 48,596.82	$ 1,781.87
Contract maintenance	13,039,886.29	12,637,104.63	528.87	329,957.96	72,294.83
Maintenance supervision	4,792,030.35	4,792,030.35			
Undistributed	90,889.90	90,889.90			
Totals	$173,414,233.83	$172,879,721.46	$ 81,880.89	$ 378,554.78	$ 74,076.70

Table No. 15

SECONDARY STATE HIGHWAY CONSTRUCTION EXPENDITURES

SUMMARIZED BY COUNTIES

From 1917 to June 30, 1960

This table gives the totals of the expenditures made for secondary state highway construction work in each of the several counties during the 44-year period ending June 30, 1960. It includes expenditures for construction, minor betterment, surveys, rights of way, and state expenditures in connection with forest road work.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Miscel. Contributors*
Baker	$1,068,360.83	$ 629,227.83	$	$ 439,133.00	$
Benton	1,000,441.96	814,923.30		185,518.66	
Clackamas	4,600,086.32	3,099,129.11	59,854.82	1,428,928.49	12,173.90
Clatsop	1,312,918.99	812,819.12	9,070.98	491,028.89	
Columbia	985,839.64	481,995.81		503,843.83	
Coos	2,939,922.92	1,638,536.47	2,000.00	1,234,511.85	64,874.60
Crook	3,009,578.59	1,381,694.04	63,896.11	1,563,988.44	
Curry	53,206.43	30,327.17		22,879.26	
Deschutes	558,302.02	358,659.71	36,245.19	163,397.12	
Douglas	6,211,602.64	4,213,218.98	99,575.27	1,885,937.74	12,870.65
Gilliam	1,098,461.85	681,873.13		416,588.72	
Grant	1,250,045.23	555,170.48	9,086.75	685,788.00	
Harney	1,442,169.42	765,237.72	23,196.60	653,735.10	
Hood River	444,642.16	293,689.48		150,952.68	
Jackson	2,505,134.15	1,502,456.69	50,658.25	884,857.60	67,161.61
Jefferson	510,294.38	222,023.89	32,340.00	255,930.49	
Josephine	760,256.87	450,711.26		309,545.61	
Klamath	2,009,377.93	1,093,870.87	70,558.62	844,948.44	
Lake	1,003,504.58	563,910.13		439,594.45	
Lane	7,710,003.08	4,439,256.39	120,979.81	3,068,512.10	81,254.78
Lincoln	1,478,931.74	935,394.84		543,536.90	
Linn	1,691,283.83	1,093,403.38	23,000.00	548,046.79	26,833.66
Malheur	6,232,401.35	2,666,884.64	64,224.82	3,315,597.02	185,694.87
Marion	8,090,579.83	4,584,962.39	2,012.45	3,280,512.43	223,092.56
Morrow	1,047,953.15	594,539.76		453,413.39	
Multnomah	2,825,254.96	1,556,524.51		1,255,577.17	13,153.28
Polk	1,272,204.53	534,116.65	15,382.35	701,411.49	21,294.04
Sherman	1,514,423.19	847,438.19		666,985.00	
Tillamook	596,221.28	447,678.49		148,542.79	
Umatilla	2,608,302.79	1,336,624.65	51,726.84	1,210,396.65	9,554.65
Union	1,870,611.13	1,116,896.68	12,559.22	702,515.10	38,640.13
Wallowa	1,220,881.70	790,545.80		430,335.90	
Wasco	1,923,564.28	1,355,137.65	8,889.33	559,537.30	
Washington	2,004,937.88	1,034,644.72		922,589.17	47,703.99
Wheeler	283,372.92	149,333.92	5,000.00	129,039.00	
Yamhill	3,725,498.35	1,968,256.29	5,012.92	1,745,513.14	6,716.00
Totals	$ 78,860,572.90	$ 45,041,114.14	$ 765,270.33	$ 32,243,169.71	$ 811,018.72
Construction	$ 66,824,604.71	$ 34,351,619.59	$ 751,458.09	$ 30,953,756.76	$ 767,770.27
Minor betterment	3,522,415.61	3,483,650.19	12,803.05		25,962.37
Surveys	2,576,443.21	2,493,127.67	1,009.19	82,306.35	
Rights of way	5,237,282.22	4,012,889.54		1,207,106.60	17,286.08
Forest roads	699,827.15	699,827.15			
Totals	$ 78,860,572.90	$ 45,041,114.14	$ 765,270.33	$ 32,243,169.71	$ 811,018.72

Table No. 16

SECONDARY STATE HIGHWAY MAINTENANCE EXPENDITURES

SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1960, Inclusive

This table gives the totals of expenditures made for secondary state highway maintenance work in each of the several counties during the 44-year period ending June 30, 1960. It includes expenditures for contract maintenance and general maintenance.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Miscel. Contributors*
Baker	$ 1,002,061.44	$ 1,002,027.71	$ 33.73	$	$
Benton	775,471.22	775,471.22			
Clackamas	3,145,409.65	3,145,409.65			
Clatsop	1,624,128.12	1,618,210.87		5,917.25	
Columbia	1,367,902.64	1,367,902.64			
Coos	2,373,199.26	2,373,199.26			
Crook	1,057,428.73	1,057,428.73			
Curry	57,411.37	57,411.37			
Deschutes	628,067.87	628,067.87			
Douglas	2,241,268.33	2,241,268.33			
Gilliam	367,656.82	367,656.82			
Grant	314,809.26	314,809.26			
Harney	844,988.13	844,988.13			
Hood River	479,827.49	479,827.49			
Jackson	1,509,145.36	1,504,332.24	275.14	4,537.98	
Jefferson	363,172.36	363,172.36			
Josephine	734,095.14	732,643.17		1,451.97	
Klamath	1,746,454.82	1,743,051.65		3,403.17	
Lake	527,491.95	527,491.95			
Lane	2,960,498.70	2,960,390.70	108.00		
Lincoln	917,970.53	917,970.53			
Linn	2,355,408.75	2,354,958.47	450.28		
Malheur	2,798,431.66	2,798,431.66			
Marion	2,538,470.63	2,538,470.63			
Morrow	982,067.31	982,067.31			
Multnomah	1,699,769.17	1,686,301.62			13,467.55
Polk	1,405,900.16	1,405,883.22	16.94		
Sherman	317,334.66	317,334.66			
Tillamook	536,584.69	536,584.69			
Umatilla	2,387,582.54	2,382,497.89	3,071.83	2,012.82	
Union	1,882,460.63	1,882,460.63			
Wallowa	479,586.03	479,586.03			
Wasco	294,348.57	294,348.57			
Washington	1,989,197.92	1,989,197.92			
Wheeler	504,022.06	504,022.06			
Yamhill	1,963,907.49	1,963,907.49			
Maintenance supervision	1,248,855.04	1,248,855.04			
Undistributed	Cr. 18,793.83	Cr. 18,793.83			
Totals	$ 48,403,592.67	$ 48,368,846.01	$ 3,955.92	$ 17,323.19	$ 13,467.55
General maintenance	$ 44,610,821.44	$ 44,605,449.65	$ 1,968.62	$ 3,403.17	$
Contract maintenance	2,562,710.02	2,533,335.15	1,987.30	13,920.02	13,467.55
Maintenance supervision	1,248,855.04	1,248,855.04			
Undistributed	Cr. 18,793.83	Cr. 18,793.83			
Totals	$ 48,403,592.67	$ 48,368,846.01	$ 3,955.92	$ 17,323.19	$ 13,467.55

Table No. 17

LOCAL ROAD AND STREET CONSTRUCTION EXPENDITURES

SUMMARIZED BY COUNTIES

From 1917 to June 30, 1960

This table gives the totals of the expenditures made for construction of roads and streets that are not on the state highway system. It includes expenditures for construction, minor betterments, surveys, rights of way, and state expenditures in connection with forest highway work.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Miscel. Contributors*
Baker	$ 769,975.72	$ 311,896.38	$ 100,715.22	$ 357,364.12	$ .....
Benton	931,526.91	383,480.90	97,558.18	450,487.83	.....
Clackamas	1,968,870.56	621,194.67	310,993.57	1,024,568.35	12,113.97
Clatsop	760,692.51	276,433.08	106,675.05	357,145.88	20,438.50
Columbia	1,587,393.25	776,310.95	132,401.53	669,492.72	9,188.05
Coos	2,375,511.43	677,926.65	484,408.14	1,211,861.54	1,315.10
Crook	629,012.10	212,396.33	102,231.84	308,789.70	5,594.23
Curry	574,980.28	255,034.37	77,184.92	196,690.00	46,070.99
Deschutes	904,745.87	342,156.76	178,507.11	383,432.00	650.00
Douglas	3,779,583.39	1,987,833.25	283,060.04	1,493,171.33	15,518.77
Gilliam	333,458.29	98,764.70	71,282.96	157,946.00	5,464.63
Grant	514,566.24	216,940.13	89,355.61	208,223.03	47.47
Harney	435,009.45	119,567.87	26,473.35	280,975.32	7,992.91
Hood River	481,389.82	165,014.83	86,598.99	229,776.00	.....
Jackson	1,546,767.93	502,855.49	216,373.98	824,538.46	3,000.00
Jefferson	665,709.44	264,120.15	81,807.37	315,722.74	4,059.18
Josephine	856,284.04	353,571.85	158,364.19	344,348.00	.....
Klamath	1,594,173.89	708,656.81	111,744.64	766,977.40	6,795.04
Lake	964,443.59	299,408.09	202,639.82	461,370.00	1,025.68
Lane	3,534,472.46	711,009.17	1,440,516.04	890,645.61	492,301.64
Lincoln	1,083,474.66	419,670.15	193,851.33	461,882.14	8,071.04
Linn	1,632,091.29	627,824.39	214,584.70	724,738.00	64,944.20
Malheur	1,222,043.91	411,594.97	175,721.87	625,251.00	9,476.07
Marion	2,969,218.64	1,209,324.76	544,993.72	1,193,428.38	21,471.78
Morrow	596,645.27	200,359.45	95,652.26	297,457.00	3,176.56
Multnomah	3,890,036.20	805,647.72	374,579.40	2,703,636.52	6,172.56
Polk	1,561,182.31	690,909.36	343,355.45	504,781.76	22,135.74
Sherman	549,911.60	186,889.77	49,645.41	313,376.42	.....
Tillamook	1,064,914.72	448,913.97	150,682.47	423,053.98	42,264.30
Umatilla	2,916,371.35	1,534,609.30	316,704.91	1,027,670.81	37,386.33
Union	1,020,192.38	426,990.33	124,268.37	457,675.45	11,258.23
Wallowa	560,504.64	208,850.05	81,384.25	253,524.08	16,746.26
Wasco	939,943.37	351,969.30	115,200.47	472,773.60	.....
Washington	1,903,321.11	819,309.25	168,374.96	907,432.23	8,204.67
Wheeler	458,085.05	145,369.50	76,072.55	236,643.00	.....
Yamhill	1,408,566.34	584,641.14	168,223.25	610,977.70	44,724.25
Totals	$ 48,985,070.01	$ 18,357,445.84	$ 7,552,187.92	$ 22,147,828.10	$ 927,608.15
Construction	$ 43,345,058.69	$ 13,180,399.64	$ 7,547,899.93	$ 22,071,879.31	$ 544,879.81
City allotment	3,263,159.36	2,880,431.02	.....	.....	382,728.34
Forest roads	113,675.60	113,675.60	.....	.....	.....
Minor betterment	98,440.88	98,440.88	.....	.....	.....
Surveys	1,985,269.26	1,938,988.84	4,287.99	41,992.43	.....
Rights of way	179,466.22	145,509.86	.....	33,956.36	.....
Totals	$ 48,985,070.01	$ 18,357,445.84	$ 7,552,187.92	$ 22,147,828.10	$ 927,608.15

Table No. 18

LOCAL ROAD AND STREET MAINTENANCE EXPENDITURES

SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1960, Inclusive

This table gives the total expenditures for maintenance work on roads and streets that are not on the state highway system. It includes expenditures for maintenance of county road signs; prior maintenance of sections of state highways which have been abandoned and maintenance of local city streets during 1941-1947.

County	*Total Amount Expended*	*Cooperation in Expenditures*		
		By State	*By County*	*By Federal Government*
Baker	$ 121,510.99	$ 120,951.10	$ 559.89	$
Benton	43,264.82	43,264.82		
Clackamas	145,503.43	145,503.43		
Clatsop	34,633.92	34,633.92		
Columbia	19,013.45	19,013.45		
Coos	24,971.30	22,658.28		2,313.02
Crook	5,289.07	5,289.07		
Curry	1,494.73	1,494.73		
Deschutes	15,064.91	15,064.91		
Douglas	53,946.74	53,304.35	642.39	
Gilliam	5,442.32	5,442.32		
Grant	6,362.90	6,362.90		
Harney	8,523.11	8,523.11		
Hood River	17,389.74	17,389.74		
Jackson	87,606.22	87,606.22		
Jefferson	10,272.83	10,272.83		
Josephine	47,725.26	47,725.26		
Klamath	383,564.28	383,564.28		
Lake	17,736.71	17,736.71		
Lane	163,683.81	163,683.81		
Lincoln	9,837.66	9,837.66		
Linn	201,079.09	199,782.45	1,296.64	
Malheur	18,892.70	18,892.70		
Marion	121,617.76	121,617.76		
Morrow	8,704.11	8,704.11		
Multnomah	113,996.64	113,996.64		
Polk	108,884.80	108,884.80		
Sherman	5,491.33	5,491.33		
Tillamook	10,087.11	6,661.98		3,425.13
Umatilla	63,511.04	63,415.08	28.49	67.47
Union	16,154.43	16,154.43		
Wallowa	13,596.82	13,596.82		
Wasco	16,933.35	16,933.35		
Washington	44,261.61	44,261.61		
Wheeler	2,823.35	2,823.35		
Yamhill	27,702.20	27,702.20		
Maintenance supervision	2,195.70	2,195.70		
Totals	$ 1,998,770.24	$ 1,990,437.21	$ 2,527.41	$ 5,805.62
General maintenance	$ 1,613,154.19	$ 1,608,313.76	$ 2,527.41	$ 2,313.02
Contract maintenance	16,551.71	16,484.24		67.47
City Street maintenance	366,868.64	363,443.51		3,425.13
Maintenance supervision	2,195.70	2,195.70		
Totals	$ 1,998,770.24	$ 1,990,437.21	$ 2,527.41	$ 5,805.62

Table No. 19

FOREST HIGHWAY EXPENDITURES ON STATE HIGHWAY ROUTES CLASSIFIED BY COUNTIES

Years 1917 to 1959, Inclusive

In this table are given the expenditures that have been made in connection with forest highway construction work on the state highway system. This work was supervised by the Bureau of Public Roads, and the amounts of Federal Government expenditures and county expenditures here shown are as reported by that bureau. The state expenditures shown are also included in the foregoing tables Nos. 11, 15, and 17, but the Federal Government and county expenditures are not included in those tables. For a classification of these expenditures by highways see table No. 20.

County	*Total Amount Expended*	*Cooperation in Expenditures*		
		By State	*By County*	*By Federal Government*
Baker	$ 488,708.40	$ 44,845.60	$ 584.00	$ 443,278.80
Clackamas	4,197,539.33	525,124.95	.....	3,672,414.38
Coos	1,772,567.59	9,472.03	83,000.00	1,680,095.56
Crook	1,434,549.74	113,488.86	26,875.00	1,294,185.88
Curry	2,678,213.38	118,355.38	30,000.00	2,529,858.00
Deschutes	364,154.83	144,378.47	5,000.00	214,776.36
Douglas	7,507,642.82	1,848,061.94	275,054.98	5,384,525.90
Grant	4,170,769.73	167,545.97	250,046.25	3,753,177.51
Harney	1,663,492.21	.....	65,000.00	1,598,492.21
Hood River	1,295,159.97	314,844.19	.....	980,315.78
Jackson	1,575,210.08	296,095.20	3,438.81	1,275,676.07
Jefferson	350,725.39	56,000.00	13,000.00	281,725.39
Josephine	931,070.32	308,361.06	17,522.99	605,186.27
Klamath	1,085,052.83	209,114.95	179,954.97	695,982.91
Lake	1,316,927.96	227,455.92	.....	1,089,472.04
Lane	8,518,430.62	1,488,575.43	312,500.00	6,717,355.19
Lincoln	4,433,943.10	889,652.93	315,000.00	3,229,290.17
Linn	3,361,574.23	.....	202,014.00	3,159,560.23
Marion	6,216,162.70	476,493.82	173,586.00	5,566,082.88*
Morrow	425,665.80	.....	75,000.00	350,665.80
Multnomah	1,677,379.42	52,500.00	.....	1,624,879.42
Tillamook	2,901,210.16	332,115.59	18,624.69	2,550,469.88
Umatilla	1,884,743.78	155,287.23	145,718.32	1,583,738.23
Union	704,975.32	.....	.....	704,975.32
Wallowa	1,650,635.64	67,951.65	39,210.35	1,543,473.64
Wasco	1,270,507.63	180,844.08	25,000.00	1,064,663.55
Wheeler	1,148,351.16	105,060.12	29,900.00	1,013,391.04
Totals	$ 65,025,364.14	$ 8,131,625.37	$ 2,286,030.36	$ 54,607,708.41

* Includes $4,073,611.60 War Department Funds expended on North Santiam Highway.

Table No. 20

FOREST HIGHWAY EXPENDITURES ON STATE HIGHWAY ROUTES CLASSIFIED BY HIGHWAYS

Years 1917 to 1959, Inclusive

In this table are given the expenditures that have been made in connection with forest highway construction work on the state highway system. This work was supervised by the Bureau of Public Roads, and the amounts of Federal Government expenditures and county expenditures here shown are as reported by that bureau. The state expenditures shown are also included in the foregoing tables Nos. 11, 15 and 17, but the Federal Government and county expenditures are not included in those tables. For a classification of these expenditures by counties see table No. 19.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures		
			By State	By County	By Federal Government
1	Pacific	$ 2,671,380.52	$ 1,463,776.86	$ 23,000.00	$ 1,184,603.66
2	Columbia River	1,934,828.37	117,500.00	.....	1,817,328.37
4	The Dalles-California	648,505.02	178,806.28	149,592.81	320,105.93
5	John Day	1,458,666.28	174,485.34	162,110.76	1,122,070.18
9	Oregon Coast	9,318,966.24	1,084,415.75	233,000.00	8,001,550.49
11	Enterprise-Lewiston	1,530,673.72	67,951.65	39,210.35	1,423,511.72
15	McKenzie	903,228.73	429,278.06	20,000.00	453,950.67
16	Santiam	2,134,748.00	56,000.00	131,000.00	1,947,748.00
18	Willamette	4,548,131.80	196,000.00	37,500.00	4,314,631.80
19	Fremont	459,606.40	879.37	.....	458,727.03
20	Klamath Falls-Lakeview	913,390.38	226,919.50	.....	686,470.88
22	Crater Lake	722,774.09	301,060.92	26,300.97	395,412.20
25	Redwood	620,336.68	144,048.79	9,522.99	466,764.90
26	Mt. Hood	4,222,408.35	566,436.42	.....	3,655,971.93
27	Alsea	2,014,555.85	410,818.40	165,000.00	1,438,737.45
28	Pendleton-John Day	2,210,484.18	185,287.23	202,218.32	1,822,978.63
32	Three Rivers	423,943.55	149,528.51	18,624.69	255,790.35
34	Siuslaw	2,019,065.01	708,521.94	260,000.00	1,050,543.07
38	Oregon Caves	310,733.64	164,312.27	8,000.00	138,421.37
39	Salmon River	1,034,305.79	180,000.00	.....	854,305.79
41	Ochoco	2,254,356.81	218,548.98	31,775.00	2,004,032.83
44	Wapinitia	772,332.88	281,376.80	25,000.00	465,956.08
45	Umpqua	2,162,842.19	4,263.32	128,001.65	2,030,577.22
48	John Day-Burns	3,650,155.62	7,906.23	97,019.49	3,545,229.90
53	Warm Springs	732,454.36	.....	.....	732,454.36
162	North Santiam	7,069,331.92	476,493.82	257,600.00	6,335,238.10*
173	Timberline	778,562.39	108,000.00	.....	670,562.39
181	Siletz	147,634.94	.....	30,000.00	117,634.94
215	Clear Lake-Belknap Springs	1,354,133.40	.....	.....	1,354,133.40
230	Tiller-Trail	1,967,223.82	223,333.33	124,053.33	1,619,837.16
232	Crater Lake-North	70,669.32	.....	.....	70,669.32
233	West Diamond Lake	1,050,852.97	.....	.....	1,050,852.97
270	Lake of the Woods	169,981.52	.....	.....	169,981.52
321	Heppner-Spray	754,209.89	.....	100,000.00	654,209.89
330	Weston-Elgin	583,383.78	.....	.....	583,383.78
341	Ukiah-Hilgard	1,009,999.58	.....	.....	1,009,999.58
350	Little Sheep Creek	119,961.92	.....	.....	119,961.92
421	Klamath Lake	7,683.46	.....	.....	7,683.46
424	Sand Creek	53,314.04	.....	.....	53,314.04
425	East Diamond Lake	209,871.13	.....	7,500.00	202,371.13
	Cascade Lakes (State Cooperation)	5,675.60	5,675.60	.....	.....
	Totals	$ 65,025,364.14	$ 8,131,625.37	$ 2,286,030.36	$ 54,607,708.41

* Includes $4,073,611.60 War Department Funds expended on Niagara-Detroit Project.

Table No. 21

STATISTICS PERTAINING TO FOREST HIGHWAY WORK ON STATE HIGHWAYS

The statistics given here apply to highway work in the State of Oregon performed under the supervision of the Bureau of Public Roads. All the work included is upon state highways at points where these highways are in or adjacent to National Forests. The work is financed under cooperative agreements between the federal government, the state, and the counties of the state, the federal funds being Oregon's proportionate share of funds annually appropriated by Congress for forest road work.

The amounts of county and federal government expenditures given here, and the mileages of work performed, are as reported by the Bureau of Public Roads. The amounts of state expenditures are as shown by the disbursement records of the State Highway Commission.

EXPENDITURES ON FOREST HIGHWAY WORK BY YEARS

Year	Total Amount Expended	Cooperation in Expenditures		
		By State	By County	By Federal Government
1918-1919-1920	$ 1,568,432.01	$ 809,261.58	$ 102,271.45	$ 656,898.98
1921-1922	1,630,589.13	724,970.53	67,142.21	838,476.39
1923-1924	3,788,011.33	1,092,660.31	725,942.05	1,969,408.97
1925-1926	2,068,546.50	759,762.58	481,431.18	827,352.74
1927-1928	1,404,682.06	250,943.85	245,875.15	907,863.06
1929-1930	2,144,897.80	778,986.98	150,050.00	1,215,860.82
1931-1932	3,898,040.00	856,085.58	299,474.39	2,742,480.03
1933-1934	3,981,315.25	167,330.80	210,586.74	3,603,397.71
1935-1936	2,264,461.55	257,501.65	Cr. 2,842.81	2,009,802.71
1937-1938	2,457,832.51	87,500.00	6,100.00	2,364,232.51
1939-1940	1,687,958.53	35,000.00	.....	1,652,958.53
1941-1942	842,584.72	285,500.00	.....	557,084.72
1943	16,504.44	Cr. 36,824.40	.....	53,328.84
1944	37,824.46	.....	.....	37,824.46
1945	116,994.79	.....	.....	116,994.79
1946	177,609.00	100,000.00	.....	77,609.00
1947	1,541,974.44	200,000.00	.....	1,341,974.44
1948	3,875,893.07	190,000.00	.....	3,685,893.07
1949	4,775,116.61	150,000.00	.....	4,625,116.61
1950	3,496,347.95	1,281,000.00	.....	2,215,347.95
1951	2,273,656.10	75,000.00	.....	2,198,656.10
1952	2,700,531.29	26,493.82	.....	2,674,037.47
1953	2,101,536.53	20,364.65	.....	2,081,171.88
1954	2,057,931.95	1,813.96	.....	2,056,117.99
1955	2,404,129.02	2,141.85	.....	2,401,987.17
1956	2,133,711.17	.....	.....	2,133,711.17
1957	3,085,525.93	6,462.08	.....	3,079,063.85
1958	2,968,499.42	1,763.32	.....	2,966,736.10
1959	3,524,226.58	7,906.23	.....	3,516,320.35
Totals	$ 65,025,364.14	$ 8,131,625.37	$ 2,286,030.36	$ 54,607,708.41*

* Includes $4,073,611.60 War Department Funds expended on the North Santiam Highway, $419,239.79 in 1947, $2,529,644.72 in 1948, $599,266.37 in 1949, $186,008.90 in 1950, $281,299.92 in 1951, $58,553.99 in 1952, Cr. $402.09 in 1953.

Table No. 21—Continued

MILEAGES OF FOREST HIGHWAY WORK COMPLETED ON STATE HIGHWAY SYSTEM

Year	Concrete Pavement (Miles)	Bituminous Macadam (Miles)	Oiled Surfacing (Miles)	Unoiled Surfacing (Miles)	Graded Only (Miles)
1918-1919	.....	.....	.....	.....	67.20
1920-1921	.....	.....	.....	60.83	76.78
1922	.....	.....	.....	22.37	15.69
1923	.....	.....	.....	87.92	61.00
1924	.....	.....	.....	74.62	153.37
1925	.....	.....	.....	99.94	50.70
1926	.....	.....	.....	41.41	52.32
1927	.....	.....	.....	53.50	39.80
1928	.....	.....	.....	17.60	23.80
1929	.....	.....	.....	6.00	19.00
1930	.....	.....	.....	25.88	30.35
1931	.....	.....	.....	21.35	61.29
1932	.....	.....	.....	28.36	14.61
1933	.....	24.94	.....	74.31	28.33
1934	.....	24.65	53.51	18.08	19.65
1935	.....	.....	30.71	.....	8.38
1936	.....	.....	.....	43.59	41.84
1937	0.18	37.26	23.22	41.73	17.85
1938	.....	8.36	7.10	23.31	23.04
1939	.....	16.89	20.69	37.78	8.55
1940	.....	6.07	40.34	46.41	27.58
1941	.....	.....	.....	7.63	.....
1942	.....	5.21	3.87	16.72	13.03
1943	.....	5.24	.....	5.24	5.24
1944	.....	.....	.....	.....	.....
1945	.....	0.29	.....	0.29	0.29
1946	.....	.....	.....	.....	.....
1947	.....	.....	.....	.....	6.42
1948	.....	17.51	.....	17.51	5.08
1949	.....	.....	13.49	13.49	32.77
1950	.....	49.65	14.07	42.62	17.42
1951	.....	28.71	20.62	42.86	6.47
1952	.....	11.52	12.21	23.37	19.71
1953	.....	47.80	.....	47.80	13.47
1954	.....	11.04	3.54	15.81	7.37
1955	.....	30.04	.....	8.35	17.86
1956	.....	7.94	3.42	11.87	18.49
1957	.....	21.59	.....	13.14	25.25
1958	.....	5.85	4.27	10.11	20.03
1959	.....	14.28	13.37	23.76	14.43
Totals	0.18	374.84	264.43	1,125.56	1,064.46

Table No. 22

COUNTY DISBURSEMENTS FOR ROAD PURPOSES

1955 to 1959, Inclusive, for the fiscal years ending June 30

County disbursements as shown below include cooperative payments which constitute the county's share in the cost of projects handled under the direct supervision of the State Highway Commission. Transfers to non-road funds are excluded.

County	*1955*	*1956*	*1957*	*1958*	*1959*
Baker	$ 220,396	$ 247,681	$ 289,823	$ 303,462	$ 425,052
Benton	380,589	573,407	645,968	585,820	532,290
Clackamas	1,517,348	1,105,717	1,368,318	1,169,065	1,120,302
Clatsop	275,570	251,050	371,064	242,842	301,737
Columbia	304,185	311,836	313,333	334,787	442,315
Coos	870,849	911,626	1,045,891	973,470	1,038,315
Crook	196,981	281,334	340,654	423,995	226,070
Curry	126,233	265,564	393,156	316,650	515,083
Deschutes	359,916	360,991	394,698	504,573	501,698
Douglas	2,370,380	2,698,035	3,099,544	2,891,270	3,288,495
Gilliam	91,878	83,353	121,987	116,175	92,447
Grant	240,019	324,267	322,111	292,933	312,875
Harney	183,840	200,035	275,718	322,254	215,609
Hood River	188,659	219,188	265,227	250,481	192,505
Jackson	1,360,495	1,247,605	1,258,522	1,376,355	1,494,209
Jefferson	166,881	140,613	159,784	198,327	175,692
Josephine	679,200	804,048	1,262,245	1,236,228	1,052,165
Klamath	903,419	919,859	901,131	963,872	1,093,146
Lake	229,053	376,288	537,932	389,026	428,835
Lane	1,964,661	2,205,127	2,741,780	2,740,493	2,926,121
Lincoln	346,358	368,215	330,119	424,526	437,139
Linn	1,049,893	922,068	1,165,164	1,119,552	1,097,925
Malheur	221,155	273,840	362,309	364,501	343,289
Marion	762,922	973,656	1,142,121	1,452,576	1,639,565
Morrow	205,207	225,675	183,190	200,717	152,035
Multnomah	5,036,378	7,777,425	9,441,390	11,572,264	5,900,833
Polk	408,970	490,829	573,477	473,716	423,637
Sherman	127,627	149,911	126,511	131,277	72,655
Tillamook	540,732	520,293	582,381	614,095	634,104
Umatilla	3,021,972	1,311,096	964,973	1,232,732	994,693
Union	325,498	367,345	398,724	324,684	351,691
Wallowa	200,559	240,766	246,302	226,991	210,242
Wasco	591,961	1,264,391	689,064	681,726	654,146
Washington	795,503	613,528	699,249	708,183	680,588
Wheeler	83,610	65,486	100,057	100,168	61,718
Yamhill	532,034	474,609	546,590	459,898	473,641
Totals	$26,880,931*	$29,566,757	$33,660,507	$35,719,684	$30,502,862

* The figures reported for 1955 in the previous biennial report included $3,887 of transfers to non-road funds.

Table No. 23

COUNTY BOND AND WARRANT INDEBTEDNESS IN CONNECTION WITH ROADS AND BRIDGES

June 30, 1960

The information contained in this table was compiled by the State Treasurer

County	*Bonds Outstanding*	*Road Warrants Outstanding*	*Total Road and Bridge Debt*	*Sinking Fund or Cash on Hand*	*Net Road and Bridge Debt*
Baker	$	$	$	$	$
Benton					
Clackamas					
Clatsop					
Columbia					
Coos	206,000		206,000	14,000	192,000
Crook					
Curry					
Deschutes					
Douglas					
Gilliam					
Grant					
Harney					
Hood River					
Jackson					
Jefferson	40,000		40,000	24,055	15,945
Josephine					
Klamath					
Lake					
Lane					
Lincoln					
Linn					
Malheur					
Marion					
Morrow					
Multnomah	13,158,000		13,158,000	409,930	12,748,070
Polk					
Sherman					
Tillamook					
Umatilla	4,953,000		4,953,000		4,953,000
Union					
Wallowa					
Wasco	2,435,000		2,435,000	200,967	2,234,033
Washington					
Wheeler					
Yamhill					
Totals	$20,792,000	$	$20,792,000	$ 648,952	$20,143,048

Table No. 24

STATE HIGHWAY BOND INDEBTEDNESS ACCOUNT

Issues Prior to 1951

Calendar Year	Annual Principal	Annual Interest	Annual Total	Bonds Outstanding At End of Year
1917	$	$ 5,000.00	$ 5,000.00	$ 1,400,000.00
1918	.....	72,900.00	72,900.00	2,840,000.00
1919	.....	141,099.99	141,099.99	10,140,000.00
1920	.....	503,725.00	503,725.00	19,140,000.00
1921	.....	974,870.83	974,870.83	30,700,000.00
1922	125,000.00	1,521,266.67	1,646,266.67	36,075,000.00
1923	179,750.00	1,742,150.00	1,921,900.00	38,395,250.00
1924	334,500.00	1,824,240.00	2,158,740.00	38,060,750.00
1925	3,797,000.00	1,799,267.05	5,596,267.05	37,263,750.00
1926	1,197,000.00	1,722,761.65	2,919,761.65	36,066,750.00
1927	1,600,000.00	1,663,215.87	3,263,215.87	34,466,750.00
1928	1,750,000.00	1,586,060.99	3,336,060.99	32,716,750.00
1929	1,825,000.00	1,503,578.47	3,328,578.47	30,891,750.00
1930	1,925,000.00	1,418,314.70	3,343,314.70	30,466,750.00
1931	1,975,000.00	1,386,522.18	3,361,522.18	29,491,750.00
1932	2,975,000.00	1,369,435.06	4,344,435.06	27,516,750.00
1933	1,975,000.00	1,290,992.54	3,265,992.54	27,041,750.00
1934*	2,175,000.00	1,250,010.02	3,425,010.02	25,866,750.00
1935*	5,675,000.00	1,225,541.73†	6,900,541.73	25,691,750.00
1936*	2,950,000.00	1,089,213.37	4,039,213.37	23,441,750.00
1937‡	2,800,000.00	984,228.06	3,784,228.06	21,641,750.00
1938‡	3,550,000.00	877,764.27	4,427,764.27	18,841,750.00
1939	2,000,000.00	776,394.23	2,776,394.23	16,841,750.00
1940	2,075,000.00	683,724.19	2,758,724.19	14,766,750.00
1941	2,150,000.00	589,085.40	2,739,085.40	12,616,750.00
1942	2,125,000.00	493,790.36	2,618,790.36	10,491,750.00
1943	2,070,250.00	399,995.32	2,470,245.32	8,421,500.00
1944	1,915,500.00	308,610.28	2,224,110.28	6,506,000.00
1945	1,453,000.00	227,913.99	1,680,913.99	5,053,000.00
1946	1,053,000.00	166,998.95	1,219,998.95	4,000,000.00
1947	650,000.00	126,765.80	776,765.80	3,350,000.00
1948	500,000.00	104,109.53	604,109.53	2,850,000.00
1949	425,000.00	86,797.01	511,797.01	2,425,000.00
1950	325,000.00	72,171.99	397,171.99	2,100,000.00
1951	275,000.00	62,046.97	337,046.97	1,825,000.00
1952	275,000.00	52,984.45	327,984.45	1,550,000.00
1953	275,000.00	43,921.93	318,921.93	1,275,000.00
1954	275,000.00	34,859.41	309,859.41	1,000,000.00
1955	275,000.00	25,796.89	300,796.89	725,000.00
1956	200,000.00	17,531.25	217,531.25	525,000.00
1957	150,000.00	12,187.50	162,187.50	375,000.00
1958	150,000.00	8,437.50	158,437.50	225,000.00
1959	150,000.00	4,687.50	154,687.50	75,000.00
1960	75,000.00	937.50	75,937.50	.....
Totals	$ 55,650,000.00	$ 30,251,906.40	$ 85,901,906.40	

* Includes Coast Bridge short-term bonds.

† Includes $4,866.50 refund to cover accrued interest paid in by Ladd & Bush, Bankers, on Coast Bridge bonds.

‡ Includes retirement of 1937 and 1938 short-term bonds.

Table No. 25

STATE HIGHWAY BOND INDEBTEDNESS ACCOUNT

$92,600,000 Bonds Sold In 1951, 1952, 1953 and 1957

Calendar Year	Principal Payment	Interest Payment	Total Payment	Bonds Outstanding At End of Year
1951	$	$	$	$ 15,000,000.00
1952	750,000.00	318,750.00	1,068,750.00	29,250,000.00
1953	1,500,000.00	502,812.50	2,002,812.50	69,750,000.00
1954	4,000,000.00	1,220,937.50	5,220,937.50	65,750,000.00
1955	4,000,000.00	1,165,312.50	5,165,312.50	61,750,000.00
1956	4,000,000.00	1,102,812.50	5,102,812.50	57,750,000.00
1957	4,000,000.00	1,040,312.50	5,040,312.50	74,350,000.00
1958	4,000,000.00	1,585,812.50	5,585,812.50	70,350,000,00
1959	4,000,000.00	1,517,375.00	5,517,375.00	66,350,000.00
1960	5,000,000.00	1,448,000.00	6,448,000.00	61,350,000.00
1961	6,000,000.00	1,349,250.00	7,349,250.00	55,350,000.00
1962	6,000,000.00	1,230,500.00	7,230,500.00	49,350,000.00
1963	6,000,000.00	1,109,250.00	7,109,250.00	43,350,000.00
1964	6,000,000.00	980,500.00	6,980,500.00	37,350,000.00
1965	6,500,000.00	851,750.00	7,351,750.00	30,850,000.00
1966	6,500,000.00	708,000.00	7,208,000.00	24,350,000.00
1967	3,500,000.00	564,250.00	4,064,250.00	20,850,000.00
1968	3,500,000.00	487,375.00	3,987,375.00	17,350,000.00
1969	3,600,000.00	409,875.00	4,009,875.00	13,750,000.00
1970	3,600,000.00	329,375.00	3,929,375.00	10,150,000.00
1971	3,600,000.00	247,937.50	3,847,937.50	6,550,000.00
1972	2,850,000.00	165,562.50	3,015,562.50	3,700,000.00
1973	2,100,000.00	101,000,00	2,201,000.00	1,600,000.00
1974	1,600,000.00	48,000.00	1,648,000.00	.....
Totals	$ 92,600,000.00	$ 18,484,750.00	$111,084,750.00	

DETAIL OF BOND SALES

Date of Issue	Par Value	Term in Years	Effective Interest Rate	Total Interest
October 1, 1951	$15,000,000.00	20	1.6152000%	$ 2,295,000.00
March 1, 1952	15,000,000.00	20	1.6347610%	2,396,250.00
March 1, 1953	10,000,000.00	20	1.9928095%	1,965,000.00
September 1, 1953	32,000,000.00	13	2.3202280%	5,210,000.00
November 1, 1957	20,600,000.00	17	3.1726100%	6,618,500.00
	$92,600,000.00			$18,484,750.00

BOND SALE AUTHORITY AND BONDS OUTSTANDING

December 31, 1960

Authority	Date of Issue	Sold (Par Value)	Matured	Balance Outstanding
ORS 366.645-670	October 1, 1951	$ 15,000,000.00	$ 6,750,000.00	$ 8,250,000.00
ORS 366.645-670	March 1, 1952	15,000,000.00	6,000,000.00	9,000,000.00
ORS 366.645-670	March 1, 1953	10,000,000.00	3,500,000.00	6,500,000.00
ORS 366.688-697	September 1, 1953	32,000,000.00	14,000,000.00	18,000,000.00
ORS 286.040	November 1, 1957	8,000,000.00	.....	8,000,000.00
ORS 286.040	November 1, 1957	12,600,000.00	1,000,000.00	11,600,000.00
Total Sold		$ 92,600,000.00		
Total Matured and Paid			$ 31,250,000.00	
Total Outstanding				$ 61,350,000.00

Table No. 26

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to 1960, Inclusive

Beginning with the calendar year 1944, the cities have annually received a portion of the state highway income from motor vehicle fees, motor transportation fees, gasoline tax, and fines for traffic law violations. During the years 1944 to 1947, the cities received five (5) percent of the state highway income, but beginning with the year 1948 they have received ten (10) percent of the income. The apportionments are made semi-annually, on February first and August first, and are distributed in proportion to populuation, with the provision that a city of over 100,000 population receives an apportionment computed on two-thirds of its population. Payments are made only to incorporated cities having functioning city governments.

City	*County*	*Total 1944 to 1958*	*1959*	*1960*	*Total 1944 to 1960*
Adams	Umatilla	$ 12,374.83	$ 1,341.54	$ 1,364.55	$ 15,080.92
Albany	Linn	675,363.55	88,080.70	97,565.26	861,009.51
Amity	Yamhill	46,989.75	4,268.53	4,161.88	55,420.16
Antelope	Wasco	5,077.39	406.53	347.96	5,831.88
Arlington	Gilliam	48,249.31	4,404.04	4,434.78	57,088.13
Ashland	Jackson	511,397.08	59,623.86	60,722.43	631,743.37
Astoria	Clatsop	856,011.89	81,305.26	81,872.94	1,019,190.09
Athena	Umatilla	55,187.73	5,826.88	5,969.90	66,984.51
Aumsville	Marion	19,536.55	2,235.90	2,251.51	24,023.96
Aurora	Marion	17,491.64	1,626.10	1,978.59	21,096.33
Baker	Baker	689,819.91	65,586.24	69,046.19	824,452.34
Bandon	Coos	91,456.00	11,179.47	11,803.35	114,438.82
Banks	Washington	25,571.41	2,506.91	2,660.87	30,739.19
Barlow	Clackamas	5,319.71	677.54	641.34	6,638.59
Bay City	Tillamook	50,870.01	5,420.35	5,662.88	61,953.24
Beaverton	Washington	193,313.79	30,489.47	34,318.41	258,121.67
Bend	Deschutes	815,038.57	84,354.21	90,742.51	990,135.29
Boardman	Morrow	8,651.81	948.56	955.18	10,555.55
Bonanza	Klamath	18,333.65	1,897.12	2,128.69	22,359.46
Brookings	Curry	103,494.59	22,020.17	23,197.33	148,712.09
Brownsville	Linn	80,566.32	8,130.52	8,187.29	96,884.13
Burns	Harney	221,313.55	24,730.35	25,244.17	271,288.07
Butte Falls	Jackson	26,280.81	2,439.16	2,456.19	31,176.16
Canby	Clackamas	120,392.67	14,567.19	15,351.17	150,311.03
Cannon Beach	Clatsop	8,120.17	3,455.48	3,479.60	15,055.25
Canyon City	Grant	34,714.97	4,336.28	4,366.56	43,417.81
Canyonville	Douglas	66,005.27	6,843.20	8,391.97	81,240.44
Carlton	Yamhill	75,744.80	7,181.97	7,300.34	90,227.11
Cascade Locks	Hood River	53,906.86	5,420.35	5,458.19	64,785.40
Cave Junction	Josephine	19,075.54	2,032.63	2,217.39	23,325.56
Central Point	Jackson	117,421.52	14,228.42	15,692.32	147,342.26
Chiloquin	Klamath	56,743.13	6,165.65	6,208.70	69,117.48
Clatskanie	Columbia	63,833.22	6,030.14	6,072.25	75,935.61
Coburg	Lane	47,614.18	4,810.56	5,219.40	57,644.14
Columbia City	Columbia	28,534.86	3,116.71	3,138.47	34,790.04
Condon	Gilliam	70,617.30	7,588.49	7,641.48	85,847.27
Coos Bay	Coos	448,858.72	50,815.79	54,718.42	554,392.93
Coquille	Coos	288,729.29	32,996.38	33,431.46	355,157.13
Cornelius	Washington	70,843.57	7,791.75	7,846.16	86,481.48
Corvallis	Benton	1,036,594.74	129,410.87	140,802.54	1,306,808.15
Cottage Grove	Lane	247,220.62	28,456.84	28,655.53	304,332.99
Cove	Union	21,790.62	1,964.87	1,978.59	25,734.08
Creswell	Lane	49,203.09	5,284.84	5,321.74	59,809.67
Culver	Jefferson	18,915.38	2,371.40	2,353.85	23,640.63
Dallas	Polk	329,749.76	36,248.60	37,115.74	403,114.10
Dayton	Yamhill	49,877.91	4,607.30	4,980.61	59,465.82
Dayville	Grant	16,934.41	1,693.86	1,705.69	20,333.96
Delake	Lincoln	38,409.13	5,420.35	5,731.10	49,560.58
Detroit	Marion	10,571.19	1,863.25	1,944.49	14,378.93
Donald	Marion	13,914.30	1,422.85	1,432.78	16,769.93
Drain	Douglas	79,701.59	9,756.63	10,234.12	99,692.34
Draperville	Linn	638.65	.....	.....	638.65
Dufur	Wasco	31,620.14	3,218.34	3,274.92	38,113.40
Dundee	Yamhill	20,159.36	2,100.39	2,299.26	24,559.01

Table No. 26—Continued

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to 1960, Inclusive

City	County	Total 1944 to 1958	1959	1960	Total 1944 to 1960
Eagle Point	Jackson	$ 40,823.06	$ 4,675.05	$ 4,707.69	$ 50,205.80
Eastside	Coos	73,726.45	9,255.25	10,015.79	92,997.49
Echo	Umatilla	33,866.91	3,523.23	3,547.83	40,937.97
Elgin	Union	91,725.63	9,146.84	9,483.62	110,356.09
Elkton	Douglas	12,901.38	1,355.09	1,364.55	15,621.02
Empire	Coos	167,279.82	28,931.12	30,020.08	226,231.02
Enterprise	Wallowa	130,937.33	13,212.10	13,304.35	157,453.78
Estacada	Clackamas	61,285.60	6,436.67	6,481.61	74,203.88
Eugene	Lane	2,450,786.60	322,510.87	356,322.11	3,129,619.58
Fairview	Multnomah	31,290.61	3,530.00	3,616.05	38,436.66
Falls City	Polk	58,541.78	5,420.35	5,799.34	69,761.47
Florence	Lane	89,357.66	11,857.02	12,110.37	113,325.05
Forest Grove	Washington	295,413.80	37,942.45	39,435.47	372,791.72
Fossil	Wheeler	46,132.67	4,607.30	4,639.46	55,379.43
Garibaldi	Tillamook	79,393.60	8,401.54	8,460.21	96,255.35
Gaston	Washington	26,067.76	2,506.91	2,524.42	31,099.09
Gates	Marion	22,361.31	2,845.68	2,865.55	28,072.54
Gearhart	Clatsop	40,782.90	3,794.25	3,820.73	48,397.88
Gervais	Marion	31,549.86	3,184.45	3,206.69	37,941.00
Gladstone	Clackamas	191,201.20	24,933.62	25,585.30	241,720.12
Glendale	Douglas	58,435.07	6,775.44	6,481.61	71,692.12
Gold Beach	Curry	74,901.69	13,212.10	14,327.77	102,441.56
Gold Hill	Jackson	45,562.10	4,404.03	4,537.13	54,503.26
Granite	Grant	3,384.99	27.11	27.29	3,439.39
Grants Pass	Josephine	572,057.00	67,076.84	69,592.00	708,725.84
Grass Valley	Sherman	14,496.04	1,355.09	1,364.55	17,215.68
Gresham	Multnomah	219,712.66	23,646.28	24,220.74	267,579.68
Haines	Baker	24,735.72	2,235.90	2,251.51	29,223.13
Halfway	Baker	26,062.07	3,557.11	2,729.10	32,348.28
Halsey	Linn	26,717.35	2,777.93	2,797.33	32,292.61
Hammond	Clatsop	35,788.17	3,590.98	3,636.53	43,015.68
Harrisburg	Linn	61,342.28	5,894.63	6,611.24	73,848.15
Helix	Umatilla	12,949.18	1,219.58	1,159.86	15,328.62
Heppner	Morrow	114,293.78	10,840.70	11,052.84	136,187.32
Hermiston	Umatilla	246,103.18	30,150.70	30,497.67	306,751.55
Hillsboro	Washington	373,591.25	50,815.79	53,012.74	477,419.78
Hines	Harney	66,065.79	7,927.26	7,934.85	81,927.90
Hood River	Hood River	266,764.21	27,779.30	27,973.25	322,516.76
Hubbard	Marion	35,495.56	3,353.85	3,377.26	42,226.67
Huntington	Baker	58,215.50	5,589.74	5,287.62	69,092.86
Idanha	Marion	22,126.03	1,829.37	1,978.59	25,933.99
Imbler	Union	11,661.64	1,016.31	1,023.41	13,701.36
Independence	Polk	136,458.19	13,821.89	14,327.77	164,607.85
Ione	Morrow	21,178.79	2,032.63	2,046.82	25,258.24
Irrigon	Morrow	2,404.58	1,761.62	1,808.03	5,974.23
Island City	Union	11,155.88	1,016.31	1,091.64	13,263.83
Jacksonville	Jackson	81,464.05	7,859.51	7,914.39	97,237.95
Jefferson	Marion	45,772.07	4,437.91	4,468.90	54,678.88
John Day	Grant	101,325.76	11,010.09	11,086.96	123,422.81
Jordan Valley	Malheur	18,251.00	1,897.12	1,514.65	21,662.77
Joseph	Wallowa	48,761.39	5,759.12	5,799.34	60,319.85
Junction City	Lane	107,381.56	10,840.70	11,462.21	129,684.47
Juntura	Malheur	8,877.47	677.54	682.28	10,237.29
Klamath Falls	Klamath	1,219,000.19	132,121.05	137,819.46	1,488,940.70
Lafayette	Yamhill	44,635.93	4,200.77	4,332.44	53,169.14
La Grande	Union	617,849.19	61,656.49	64,816.08	744,321.76
Lakeview	Lake	202,614.67	21,681.40	22,515.06	246,811.13
Lebanon	Linn	365,687.89	43,701.58	44,347.85	453,737.32
Lexington	Morrow	17,407.08	1,693.86	1,637.46	20,738.40
Lonerock	Gilliam	2,899.23	230.36	136.45	3,266.04
Long Creek	Grant	20,769.26	2,574.67	2,046.82	25,390.75
Lostine	Wallowa	15,793.89	1,761.62	1,671.57	19,227.08
Lowell	Lane	15,058.93	3,895.88	3,923.08	22,877.89
Lyons	Linn	.....	3,001.52	3,138.47	6,139.99

Table No. 26—Continued

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to 1960, Inclusive

City	County	Total 1944 to 1958	1959	1960	Total 1944 to 1960
Madras	Jefferson	$ 84,043.57	$ 10,840.70	$ 10,916.39	$ 105,800.66
Malin	Klamath	41,978.27	3,997.50	4,025.42	50,001.19
Manzanita	Tillamook	23,181.93	3,048.95	3,070.23	29,301.11
Maupin	Wasco	23,300.96	2,777.93	2,865.55	28,944.44
McMinnville	Yamhill	422,439.42	47,428.07	49,806.04	519,673.53
Medford	Jackson	1,219,182.74	164,643.15	179,438.21	1,563,264.10
Merrill	Klamath	57,701.48	6,741.56	6,822.75	71,265.79
Metolius	Jefferson	9,788.19	2,032.63	1,569.23	13,390.05
Mill City	Linn and Marion	108,837.05	10,434.17	10,575.26	129,846.48
Milton-Freewater	Umatilla	264,191.69	28,456.84	29,167.23	321,815.76
Milwaukie	Clackamas	383,679.72	42,685.26	53,217.42	479,582.40
Mitchell	Wheeler	25,774.19	2,777.93	2,797.32	31,349.44
Molalla	Clackamas	102,793.41	10,840.70	11,257.53	124,891.64
Monmouth	Polk	127,930.11	15,854.52	15,965.22	159,749.85
Monroe	Benton	25,366.06	2,506.91	2,524.42	30,397.39
Monument	Grant	13,645.78	1,524.48	1,535.12	16,705.38
Moro	Sherman	25,228.03	2,506.91	2,626.75	30,361.69
Mosier	Wasco	17,744.27	1,761.62	1,671.57	21,177.46
Mt. Angel	Marion	96,479.10	10,061.53	10,131.78	116,672.41
Mt. Vernon	Grant	28,496.07	3,218.34	3,070.23	34,784.64
Myrtle Creek	Douglas	123,584.81	15,244.74	17,347.94	156,177.49
Myrtle Point	Coos	154,540.11	21,681.40	23,197.33	199,418.84
Nehalem	Tillamook	19,986.96	1,897.13	1,944.49	23,828.58
Newberg	Yamhill	266,509.71	27,101.75	27,427.44	321,038.90
Newport	Lincoln	241,539.40	32,860.88	35,478.28	309,878.56
North Bend	Coos	432,736.44	51,967.61	53,763.24	538,467.29
North Powder	Union	28,967.34	2,777.93	2,797.32	34,542.59
Nyssa	Malheur	183,415.99	17,961.69	19,444.83	220,822.51
Oakland	Douglas	57,130.90	6,572.17	6,618.06	70,321.13
Oakridge	Lane	109,495.59	14,397.81	15,862.88	139,756.28
Oceanlake	Lincoln	56,422.74	10,163.16	10,234.12	76,820.02
Ontario	Malheur	307,749.57	32,454.35	33,431.46	373,635.38
Oregon City	Clackamas	535,197.96	58,268.77	59,699.02	653,165.75
Oswego	Clackamas	249,705.95	33,199.65	49,806.04	332,711.64
Paisley	Lake	16,284.39	1,558.35	1,528.30	19,371.04
Pendleton	Umatilla	858,068.88	103,664.21	106,775.97	1,068,509.06
Philomath	Benton	86,090.01	9,417.86	9,688.30	105,196.17
Phoenix	Jackson	51,973.45	4,946.07	5,458.19	62,377.71
Pilot Rock	Umatilla	74,332.14	11,314.98	11,803.35	97,450.47
Portland	Multnomah	17,522,083.34	1,817,172.59	1,842,141.29	21,181,397.22
Port Orford	Curry	67,332.18	8,943.58	9,006.02	85,281.78
Powers	Coos	66,281.57	8,808.07	10,704.89	85,794.53
Prairie City	Grant	57,248.39	5,420.35	5,458.19	68,126.93
Prescott	Columbia	7,908.01	813.05	880.13	9,601.19
Prineville	Crook	225,351.43	25,746.67	25,926.43	277,024.53
Rainier	Columbia	91,928.46	8,157.63	8,221.41	108,307.50
Redmond	Deschutes	208,384.92	25,407.89	25,926.43	259,719.24
Reedsport	Douglas	184,330.60	23,375.26	23,879.61	231,585.47
Richland	Baker	17,372.29	1,863.25	1,705.69	20,941.23
Riddle	Douglas	51,183.58	6,775.44	7,300.34	65,259.36
Rockaway	Tillamook	76,204.81	7,995.02	8,119.07	92,318.90
Rogue River	Jackson	40,282.66	4,065.26	4,093.65	48,441.57
Roseburg	Douglas	645,550.42	82,660.35	83,578.63	811,789.40

Table No. 26—Continued

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to 1960, Inclusive

City	County	Total 1944 to 1958	1959	1960	Total 1944 to 1960
St. Helens	Columbia	$ 341,171.93	$ 35,164.52	$ 35,580.62	$ 411,917.07
St. Paul	Marion	16,872.50	1,829.37	1,842.14	20,544.01
Salem	Marion and Polk	2,983,001.53	319,123.15	344,188.54	3,646,313.22
Sandy	Clackamas	68,831.90	8,537.06	8,733.12	86,102.08
Scappoose	Columbia	47,494.70	6,097.89	6,140.47	59,733.06
Scio	Linn	32,105.72	3,116.71	3,274.92	38,497.35
Scott Mills	Marion	15,157.64	1,016.31	1,091.64	17,265.59
Seaside	Clatsop	261,145.60	25,746.67	25,755.86	312,648.13
Shaniko	Wasco	4,315.18	352.32	361.61	5,029.11
Sheridan	Yamhill	129,282.67	12,263.55	12,349.17	153,895.39
Sherwood	Washington	44,483.83	5,217.09	5,355.86	55,056.78
Siletz	Lincoln	38,559.94	3,929.76	4,230.10	46,719.80
Silver Lake	Lake	133.22	.....	.....	133.22
Silverton	Marion	224,028.06	21,342.63	21,764.55	267,135.24
Sisters	Deschutes	48,113.71	4,675.05	4,810.04	57,598.80
Sodaville	Linn	11,850.10	1,084.07	1,023.41	13,957.58
Spray	Wheeler	596.64	1,388.96	1,398.66	3,384.26
Springfield	Lane	685,901.66	93,501.05	115,908.16	895,310.87
Stanfield	Umatilla	54,511.64	5,759.12	5,799.34	66,070.10
Stayton	Marion	118,164.00	15,041.47	15,282.95	148,488.42
Sublimity	Marion	25,795.16	2,947.31	3,070.23	31,812.70
Summerville	Union	5,387.77	474.28	409.36	6,271.41
Sumpter	Baker	16,784.03	880.81	934.72	18,599.56
Sutherlin	Douglas	151,216.40	18,293.68	18,762.55	188,272.63
Sweet Home	Linn	234,822.56	28,118.07	28,314.40	291,255.03
Taft	Lincoln	25,692.64	3,184.45	3,206.69	32,083.78
Talent	Jackson	52,359.06	6,301.16	6,481.61	65,141.83
The Dalles	Wasco	613,163.54	78,324.07	82,214.09	773,701.70
Tillamook	Tillamook	256,916.67	28,795.61	30,020.08	315,732.36
Toledo	Lincoln	181,474.89	19,648.77	20,127.10	221,250.76
Troutdale	Multnomah	33,031.38	3,387.72	3,513.71	39,932.81
Tualatin	Washington	19,979.67	2,235.90	2,490.30	24,705.87
Turner	Marion	45,001.09	5,420.35	5,458.19	55,879.63
Umatilla	Umatilla	55,762.99	5,894.63	5,935.79	67,593.41
Union	Union	98,537.92	9,214.60	9,278.93	117,031.45
Vale	Malheur	102,984.30	10,976.21	11,052.84	125,013.35
Vernonia	Columbia	107,984.64	8,808.07	8,187.29	124,980.00
Waldport	Lincoln	49,067.94	4,675.05	4,707.69	58,450.68
Wallowa	Wallowa	74,009.11	7,114.21	7,300.34	88,423.66
Warrenton	Clatsop	136,936.00	12,873.33	13,099.67	162,909.00
Wasco	Sherman	22,535.94	2,168.14	2,183.28	26,887.36
Waterloo	Linn	9,147.70	1,287.33	1,166.69	11,601.72
West Linn	Clackamas	210,747.78	25,475.65	26,062.89	262,286.32
Weston	Umatilla	49,022.48	5,081.58	5,321.74	59,425.80
Wheeler	Tillamook	20,501.92	1,964.87	1,978.59	24,445.38
Willamina	Yamhill and Polk	73,640.89	6,775.44	6,822.75	87,239.08
Winston	Douglas	71,591.94	16,599.82	16,886.30	105,078.06
Woodburn	Marion	178,835.04	19,038.99	19,274.26	217,148.29
Wood Village	Multnomah	50,257.06	5,691.36	5,731.10	61,679.52
Yamhill	Yamhill	36,077.56	3,387.72	3,445.48	42,910.76
Yoncalla	Douglas	41,086.79	4,742.81	4,775.92	50,605.52
Total Amounts Disbursed		$ 51,957,833.07	$ 5,815,243.62	$ 6,075,260.63	$ 63,848,337.32
Amounts Withheld*		2,875,000.00	250,000.00	250,000.00	3,375,000.00
Total Apportionment		$ 54,832,833.07	$ 6,065,243.62	$ 6,325,260.63	$ 67,223,337.32

* The 1947 law provided for the withholding of $250,000 annually from the cities' share of highway income to be expended by the State Highway Commission upon streets not a part of the state highway system which are receiving excessive wear through increased or unusual use.

Table No. 27

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to 1959, Inclusive

In this table are given the amounts of city allotment funds expended for projects upon city streets not a part of the state highway system which are receiving excessive wear through increased or unusual use. Beginning with 1948 an amount of $250,000.00 has been withheld annually from the cities' share of motor vehicle revenues for financing these projects.

City	Expenditures During 1958	Expenditures During 1959	Accumulative Totals 1948 to 1959		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Adams	$	$	$ 11,360.05	$	$ 11,360.05
Amity			28,534.31	12,572.28	41,106.59
Athena	22,802.21		20,000.00	2,802.21	22,802.21
Bandon		19,266.91	20,184.17		20,184.17
Bay City			21,626.58	17.63	21,644.21
Beaverton	18,099.55		35,060.90		35,060.90
Brookings		32,035.36	62,035.36	18,044.39	80,079.75
Brownsville			54,928.72	18,032.03	72,960.75
Burns		24,815.91	58,995.11	3,177.00	62,172.11
Canby			17,246.18	3,000.00	20,246.18
Canyonville			10,717.26		10,717.26
Carlton	12,002.39		39,734.71	3,728.15	43,462.86
Cave Junction			4,980.09		4,980.09
Central Point		15,444.97	27,437.37		27,437.37
Chiloquin	15,310.57		27,764.13		27,764.13
Clatskanie		21,133.06	21,133.06		21,133.06
Coquille	15,205.52		42,072.76		42,072.76
Condon	15,581.54		30,571.84	5,464.63	36,036.47
Cornelius			26,108.13		26,108.13
Cottage Grove		1,827.94	13,017.02		13,017.02
Cove			18,912.66		18,912.66
Culver			15,000.00	30.17	15,030.17
Dallas			28,340.47	3,000.00	31,340.47
Dayton			12,503.84		12,503.84
Detroit			6,833.96		6,833.96
Drain			22,913.30		22,913.30
Dufur			13,670.48		13,670.48
Eagle Point		7,996.55	22,358.13		22,358.13
Eastside	21.08		9,946.29		9,946.29
Echo			7,518.26		7,518.26
Elgin		18,886.08	59,370.29	7,903.36	67,273.65
Empire			31,842.42	1,315.10	33,157.52
Enterprise			36,921.90	15,452.04	52,373.94
Falls City			14,465.92		14,465.92
Florence		436.68	24,828.73	2,032.72	26,861.45
Forest Grove			12,525.14		12,525.14
Garibaldi			3,355.08	255.30	3,610.38
Gervais			8,814.03		8,814.03
Gladstone	23,580.84		50,009.73	8,834.56	58,844.29
Glendale		18,568.38	45,764.44		45,764.44
Gold Beach			13,102.00	15,991.24	29,093.24
Gold Hill			14,391.93		14,391.93
Gresham			18,739.39	6,172.56	24,911.95

Table No. 27—Continued

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to 1959, Inclusive

City	Expenditures During 1958	Expenditures During 1959	Accumulative Totals 1948 to 1959		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Haines	$ 18,456.90	$	$ 18,456.90	$	$ 18,456.90
Halsey			12,781.69		12,781.69
Harrisburg			13,636.95	4,700.00	18,336.95
Helix			15,046.71	1,324.24	16,370.95
Heppner	17,402.07		32,402.07	3,176.56	35,578.63
Hermiston	25,263.00		34,838.39	5,263.00	40,101.39
Hillsboro			14,996.43	1,204.67	16,201.10
Hood River			4,586.83		4,586.83
Hubbard			4,056.24		4,056.24
Independence			26,743.29	3,081.27	29,824.56
Ione			19,227.27		19,227.27
Island City			11,891.04		11,891.04
Joseph			12,874.87		12,874.87
Junction City		18,398.01	33,398.01	936.51	34,334.52
Lafayette			26,252.47	1,886.14	28,138.61
Lakeview			20,205.41		20,205.41
Lebanon			14,999.47	25,163.03	40,162.50
Lexington			11,181.48		11,181.48
Long Creek			11,557.38		11,557.38
Lostine			14,742.68		14,742.68
Madras		4,790.81	48,168.25	4,029.01	52,197.26
Merrill			15,000.00	3,773.66	18,773.66
Metolius			17,070.47		17,070.47
Mill City			19,707.27		19,707.27
Milton-Freewater			68,176.23	11,078.61	79,254.84
Molalla			19,853.84		19,853.84
Monmouth	14,151.08		14,151.08		14,151.08
Monument			14,091.00		14,091.00
Mosier			3,026.22		3,026.22
Mt. Angel			15,000.00	9,520.43	24,520.43
Myrtle Creek			21,316.75	3,000.00	24,316.75
Myrtle Point			50,892.25		50,892.25
Newport			22,592.77		22,592.77
North Powder			23,352.22		23,352.22
Nyssa			38,778.43		38,778.43
Oakland			42,933.20		42,933.20
Oakridge			59,849.37		59,849.37
Ontario	25,890.57		38,971.77	5,890.57	44,862.34
Paisley			3,872.55		3,872.55
Philomath	22.45		24,531.21		24,531.21
Phoenix			36,069.08	3,000.00	39,069.08
Powers	18,912.01		26,372.88		26,372.88
Prairie City	1.89	11,462.57	58,916.60	47.47	58,964.07
Prescott			14,283.68		14,283.68
Prineville			20,000.00	5,594.23	25,594.23
Redmond			18,926.65		18,926.65
Reedsport			41,280.43	3,365.08	44,645.51
Riddle			54,118.76		54,118.76
Rockaway			13,716.56		13,716.56
Rogue River			23,431.96		23,431.96

Table No. 27—Continued

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to 1959, Inclusive

City	Expenditures During 1958	Expenditures During 1959	Accumulative Totals 1948 to 1959		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Sandy	$	$	$ 15,007.04	$ 45.52	$ 15,049.56
Scappoose			8,099.65		8,099.65
Scio			10,665.25		10,665.25
Seaside			15,024.24	20,438.50	35,462.74
Shaniko			12,131.87		12,131.87
Sheridan	17,222.77		32,168.01		32,168.01
Sherwood			16,746.99		16,746.99
Siletz			16,307.03		16,307.03
Silverton			26,524.58	4,988.56	31,513.14
St. Helens			28,475.66	8,054.99	36,530.65
Stanfield			32,037.53	7,141.75	39,179.28
Stayton			17,105.38	5,962.79	23,068.17
Sutherlin			23,376.68		23,376.68
Sweet Home			46,750.22	10,274.11	57,024.33
Taft			15,000.00	3,271.04	18,271.04
Talent			23,238.60		23,238.60
Tillamook			26,118.59	39,885.81	66,004.40
Toledo			23,964.47	4,800.00	28,764.47
Tualatin			15,256.38		15,256.38
Turner			18,776.99	1,000.00	19,776.99
Umatilla			17,453.28		17,453.28
Union	18,126.72		45,865.99	3,354.87	49,220.86
Vale		22,184.02	44,542.89	3,585.50	48,128.39
Waldport			17,536.63		17,536.63
Wallowa			15,001.38	1,294.22	16,295.60
Weston			15,000.00	4,296.90	19,296.90
West Salem			18,940.69	16,054.47	34,995.16
Willamina	13,410.28		35,309.16	4,284.44	39,593.60
Yamhill			21,098.92		21,098.92
Yoncalla			38,544.13	2,153.69	40,697.82
Totals	$ 291,463.44	$ 217,247.25	$2,980,031.43	$ 364,744.01	$3,344,775.44

SUMMARY OF EXPENDITURES BY YEARS

Year	City Allotment Funds Only				Additional Funds Contributed By Cities	Total City Allotment Project Expenditures
	Receipts from Annual Allotments	Expenditures				
		For Construction	For Surveys	Total		
1948	$ 250,000.00	$ 217,434.24	$	$ 217,434.24	$	$ 217,434.24
1949	375,000.00	227,994.31	6,124.98	234,119.29	58,055.11	292,174.40
1950	250,000.00	178,186.06	7,930.51	186,116.57	73,633.17	259,749.74
1951	250,000.00	296,436.21	8,248.31	304,684.52	43,205.47	347,889.99
1952	250,000.00	240,442.15	7,621.18	248,063.33	43,998.25	292,061.58
1953	250,000.00	250,770.96	8,336.76	259,107.72	14,270.77	273,378.49
1954	250,000.00	276,785.33	10,885.38	287,670.71	5,088.27	292,758.98
1955	250,000.00	285,680.56	14,624.46	300,305.02	18,233.37	318,538.39
1956	250,000.00	213,328.76	10,136.14	223,464.90	41,902.63	265,367.53
1957	250,000.00	227,754.50	8,998.10	236,752.60	39,958.81	276,711.41
1958	250,000.00	275,776.27	9,009.65	284,785.92	6,677.52	291,463.44
1959	250,000.00	187,186.54	10,340.07	197,526.61	19,720.64	217,247.25
Totals	$3,125,000.00	$2,877,775.89	$ 102,255.54	$2,980,031.43	$ 364,744.01	$3,344,775.44

Table No. 28

APPORTIONMENT OF MOTOR VEHICLE FEES TO COUNTIES

1920 to 1959, Inclusive

Prior to 1917, the total net revenues from motor vehicle license fees were reverted to counties; from 1917 to 1919, inclusive, the entire net fees were reverted to the state highway fund; from 1920 to January 1, 1930, inclusive, one-quarter of the net fees were apportioned to the counties and three-quarters to the state highway fund; and from January 1, 1930 to June 30, 1933, one-third of the net fees were apportioned to the counties and two-thirds to the state highway fund. The net revenues from motor transportation fees, from the beginning of the act authorizing the collection of such fees in 1927, to June 30, 1933, were apportioned one-quarter to the counties and three-quarters to state highway fund. Subsequent to June 30, 1933, the entire net revenues from both sources were deposited into the state highway fund. During the four-year period from 1933 to 1936, the counties received $1,600,000 yearly. During the ten-year period from 1937 to 1946 the yearly apportionment was increased to 15.7 percent of the total state highway income, but to be not less than $2,000,000. Beginning with the year 1947, the yearly apportionment was again increased to 19 percent of the total state highway income from motor vehicle fees. This table gives total apportionments to the end of the calendar year 1959.

County	*Total Apportionment 1920 to 1957*	*Apportionment Calendar Year 1958*	*Apportionment Calendar Year 1959*	*Total Apportionment 1920 to 1959*
Baker	$ 1,709,256.77	$ 121,444.32	$ 132,186.70	$ 1,962,887.79
Benton	2,522,752.42	199,199.75	211,018.75	2,932,970.92
Clackamas	7,005,025.01	617,902.01	645,334.36	8,268,261.38
Clatsop	2,652,591.99	176,864.28	179,519.05	3,008,975.32
Columbia	2,141,855.01	147,284.85	147,517.07	2,436,656.93
Coos	4,046,512.95	344,221.33	352,432.11	4,743,166.39
Crook	775,017.03	71,322.25	71,509.49	917,848.77
Curry	712,954.32	89,438.22	92,798.31	895,190.85
Deschutes	2,178,727.79	164,732.34	170,575.91	2,514,036.04
Douglas	4,728,453.44	459,767.06	449,261.43	5,637,481.93
Gilliam	400,589.00	27,303.55	27,298.33	455,190.88
Grant	789,524.30	59,888.55	58,695.24	908,108.09
Harney	644,860.40	48,406.74	49,554.77	742,821.91
Hood River	1,378,455.89	95,573.93	97,390.27	1,571,420.09
Jackson	5,801,616.48	503,547.65	519,535.24	6,824,699.37
Jefferson	459,957.71	55,296.03	55,509.16	570,762.90
Josephine	2,471,469.15	222,441.50	227,983.95	2,921,894.60
Klamath	4,476,176.55	326,915.43	342,357.60	5,145,449.58
Lake	762,140.56	55,136.54	56,777.74	874,054.84
Lane	10,475,419.08	953,272.87	996,432.22	12,425,124.17
Lincoln	1,690,668.90	154,662.59	157,784.22	2,003,115.71
Linn	4,649,217.66	382,278.44	392,427.64	5,423,923.74
Malheur	1,977,992.29	163,070.38	168,813.63	2,309,876.30
Marion	9,004,749.82	675,829.30	727,382.89	10,407,962.01
Morrow	607,050.53	41,953.90	42,708.98	691,713.41
Multnomah	43,627,387.80	3,205,838.03	3,302,860.60	50,136,086.43
Polk	2,178,873.88	164,898.49	170,745.97	2,514,518.34
Sherman	384,656.96	23,892.34	24,339.31	432,888.61
Tillamook	1,777,238.23	125,999.36	126,200.30	2,029,437.89
Umatilla	4,205,326.44	335,304.61	341,578.49	4,882,209.54
Union	1,930,655.77	130,434.41	136,792.37	2,197,882.55
Wallowa	785,708.35	58,172.29	58,873.39	902,754.03
Wasco	1,785,210.15	142,746.47	141,381.16	2,069,337.78
Washington	5,352,484.94	496,000.14	518,431.41	6,366,916.49
Wheeler	305,759.41	19,250.23	18,447.02	343,456.66
Yamhill	3,320,433.45	226,766.32	230,234.69	3,777,434.46
Totals	$139,716,770.43	$ 11,087,056.50	$ 11,442,689.77	$162,246,516.70

Table No. 29

FEDERAL AID FUNDS AND FOREST ROAD FUNDS APPORTIONED TO OREGON

Period For Which Funds Are Apportioned	*Federal Aid Funds*	*Forest Road Funds*	*Total*
Total of prior apportionments	$149,487,963.24	$ 49,480,127.89	$198,968,091.13
Act of May 6, 1954:			
July 1, 1956 to June 30, 1957			
Federal-aid primary funds	5,410,740.00	3,098,378.00	8,509,118.00
Federal-aid secondary funds	3,781,446.00	.....	3,781,446.00
Federal-aid urban funds	1,390,696.00	.....	1,390,696.00
Federal-aid interstate funds	2,336,162.00	.....	2,336,162.00
Act of June 29, 1956:			
July 1, 1956 to June 30, 1957			
Federal-aid primary funds	947,228.00	.....	947,228.00
Federal-aid secondary funds	662,937.00	.....	662,937.00
Federal-aid urban funds	252,043.00	.....	252,043.00
Federal-aid interstate funds	13,575,755.00	.....	13,575,755.00
July 1, 1957 to June 30, 1958			
Federal-aid primary funds	6,441,151.00	4,132,640.00	10,573,791.00
Federal-aid secondary funds	4,507,969.00	.....	4,507,969.00
Federal-aid urban funds	1,713,893.00	.....	1,713,893.00
Federal-aid interstate funds	23,078,783.00	.....	23,078,783.00
July 1, 1958 to June 30, 1959			
Federal-aid primary funds	6,518,788.00	4,306,115.00	10,824,903.00
Federal-aid secondary funds	4,565,092.00	.....	4,565,092.00
Federal-aid urban funds	1,755,480.00	.....	1,755,480.00
Federal-aid interstate funds	26,814,715.00	.....	26,814,715.00
Act of April 16, 1958:			
July 1, 1958 to June 30, 1959			
Federal-aid primary "D" funds	2,994,992.00	688,773.00	3,683,765.00
Federal-aid secondary "D" funds	2,097,386.00	.....	2,097,386.00
Federal-aid urban "D" funds	806,538.00	.....	806,538.00
Federal-aid interstate funds	2,694,946.00	.....	2,694,946.00
Advance loan from 1961 and 1962 fiscal years apportionments			
Federal-aid primary "L" funds	607,379.00	.....	607,379.00
Federal-aid secondary "L" funds	452,766.00	.....	452,766.00
Federal-aid urban "L" funds	181,052.00	.....	181,052.00
July 1, 1959 to June 30, 1960			
Federal-aid primary funds	6,789,530	4,545,904.00	11,335,434.00
Federal-aid secondary funds	4,751,847.00	.....	4,751,847.00
Federal-aid urban funds	1,805,637.00	.....	1,805,637.00
Federal-aid interstate funds	43,108,375.00	.....	43,108,375.00
Act of September 21, 1959:			
July 1, 1960 to June 30, 1961			
Federal-aid primary funds	6,260,565.00	4,545,904.00	10,806,469.00
Federal-aid secondary funds	4,373,344.00	.....	4,373,344.00
Federal-aid urban funds	1,745,053.00	.....	1,745,053.00
Federal-aid interstate funds	30,882,060.00	.....	30,882,060.00
Act of July 14, 1960:			
July 1, 1961 to June 30, 1962			
Federal-aid primary funds	6,089,160.00*	4,545,904.00	10,635,064.00*
Federal-aid secondary funds	4,267,740.00*	.....	4,267,740.00*
Federal-aid urban funds	1,740,285.00*	.....	1,740,285.00*
Federal-aid interstate funds	37,530,281.00	.....	37,530,281.00
Totals	$412,419,777.24	$ 75,343,745.89	$487,763,523.13

* Approximate amounts only, as exact apportionment depends on final 1960 federal census figures.

Table No. 30

COUNTY ROAD PORTION OF FEDERAL AID SECONDARY FUNDS

Fiscal Years 1959, 1960 and 1961

The federal funds shown in this table are included in Table No. 29, which gives total Federal-Aid apportionments.

County	1959 Federal Funds		1960 Federal Funds	1961 Federal Funds
	Regular Funds	Additional Funds		
Baker	$ 35,959	$ 16,761	$ 38,047	$ 36,893
Benton	44,515	20,747	46,611	45,291
Clackamas	145,124	67,640	152,017	147,320
Clatsop	46,574	21,707	48,630	47,026
Columbia	56,597	26,380	59,318	57,398
Coos	68,528	31,939	71,690	69,553
Crook	35,537	16,564	37,485	37,046
Curry	27,066	12,615	28,272	27,439
Deschutes	46,371	21,613	49,244	48,030
Douglas	97,671	45,523	102,649	99,918
Gilliam	28,855	13,449	26,587	25,859
Grant	34,019	15,855	35,783	34,784
Harney	39,419	18,373	42,031	34,241
Hood River	37,546	17,499	39,188	37,980
Jackson	77,944	36,329	81,378	78,922
Jefferson	32,635	15,210	34,484	33,645
Josephine	48,093	22,416	50,455	49,033
Klamath	65,119	30,351	68,725	66,068
Lake	43,047	20,064	45,874	44,748
Lane	152,059	70,872	159,247	154,545
Lincoln	52,784	24,602	55,106	53,402
Linn	87,209	40,646	91,557	88,952
Malheur	74,131	34,552	78,517	77,953
Marion	123,085	57,368	128,921	124,996
Morrow	36,668	17,091	36,204	35,431
Multnomah	174,942	81,537	182,870	176,971
Polk	61,981	28,889	64,846	62,991
Sherman	24,906	11,608	25,674	24,940
Tillamook	47,536	22,156	49,683	48,132
Umatilla	92,879	43,289	82,747	80,604
Union	36,617	17,067	38,416	37,335
Wallowa	34,086	15,888	35,906	34,937
Wasco	36,179	16,863	37,714	36,671
Washington	113,939	53,105	119,321	115,764
Wheeler	25,261	11,774	26,552	25,824
Yamhill	65,119	30,351	68,251	66,272
Total	$2,250,000	$1,048,693	$2,340,000	$2,266,914*

SUMMARY ENTIRE STATE

	1959 Regular	1959 Additional	1960	1961
Federal funds (50% of funds apportioned to Oregon for Federal-aid Secondary projects)	$2,250,000	$1,048,693	$2,340,000	$2,266,914
Less loan "L" fund advance	.....	.....	.....	110,150
Required matching funds:				
State funds	750,000	180,653	780,000	721,618
County funds	750,000	180,654	780,000	721,618
Total county road FAS fund	$3,750,000	$1,410,000	$3,900,000	$3,600,000

Note: Federal funds are allocated to individual counties on the basis of the formula proposed by the Association of Oregon Counties and approved by the Highway Commission. Federal funds are estimated to represent approximately 60% of the total county FAS funds and state and county funds each approximately 20%. The 60-20-20 matching ratio was changed to 74-13-13 for the "additional 1959 apportionment" only.

* Includes half of the loan "L" funds advanced to the 1959 anti recession "D" program from the fiscal years 1961 and 1962 regular apportionments, or approximately $110,150 from each of the two fiscal years.

Table No. 31

SPECIAL CITY ALLOTMENT PROJECTS
APROVED FOR CONSTRUCTION FROM 1959 FUNDS

Status September 1, 1960

City	Total Expended to Date	Estimated Cost to Complete	Total	State	City
Bandon	$ 19,266.91	$	$ 19,266.91	$ 19,266.91	$ .....
Brookings	32,035.36	.....	32,035.36	20,000.00	12,035.36
Burns	24,815.91	.....	24,815.91	20,000.00	4,815.91
Central Point	15,444.97	.....	15,444.97	15,444.97	.....
Clatskanie	21,133.06	.....	21,133.06	20,000.00	1,133.06
Cottage Grove	14,146.08	1,424.31	15,570.39	15,570.39	.....
Eagle Point	7,996.55	.....	7,996.55	7,996.55	.....
Elgin	18,886.08	.....	18,886.08	18,886.08	.....
Enterprise*	6,546.29	.....	6,546.29	6,546.29	.....
Florence	387.99	18,291.42	18,679.41	18,679.41	.....
Glendale	18,568.38	.....	18,568.38	18,568.38	.....
Heppner†	14,391.14	.....	14,391.14	14,391.14	.....
Junction City	18,398.01	.....	18,398.01	18,398.01	.....
Madras	4,787.41	.....	4,787.41	4,787.41	.....
Prairie City	11,464.46	.....	11,464.46	11,464.46	.....
Vale	22,184.02	.....	22,184.02	20,000.00	2,184.02
Totals	$250,452.62	$ 19,715.73	$270,168.35	$250,000.00	$ 20,168.35

* Enterprise carried as 1959-1960 project. See 1960 status for $2,245.71 balance of $8,792 total cost.
† Heppner carried as 1958-1959 project. See 1958 status for $3,010.93 balance of $17,402.07 total cost.

SPECIAL CITY ALLOTMENT PROJECTS
APPROVED FOR CONSTRUCTION FROM 1960 FUNDS

Status September 1, 1960

City	Estimated Total	Estimated State	Estimated City
Cornelius	$ 24,356.44	$ 20,000.00	$ 4,356.44
Cove	19,240.44	19,240.44	.....
Culver	15,603.38	15,603.38	.....
Eastside	20,851.63	20,000.00	851.63
Enterprise*	2,245.71	2,245.71	.....
Falls City	24,243.94	20,000.00	4,243.94
Gresham	38,074.31	20,000.00	18,074.31
Harrisburg	18,700.00	18,700.00	.....
Hermiston	20,896.50	20,000.00	896.50
Independence	26,505.01	20,000.00	6,505.01
Maupin	10,519.25	10,519.25	.....
Metolius	9,250.69	9,250.69	.....
Oceanlake	17,644.34	17,644.34	.....
Philomath	18,490.50	18,490.50	.....
Tillamook	16,396.06	16,396.06	.....
Warrenton	31,842.25	20,000.00	11,842.25
Winston	27,038.06	20,000.00	7,038.06
Woodburn	14,274.25	11,874.25	2,400.00
Totals	$356,172.76	$299,964.62	$ 56,208.14

* Enterprise carried as 1959-1960 project. See 1959 tabulation for $6,546.29 balance of $8,792 total cost.
Note: When final costs of these projects are determined, all State costs in excess of $250,000 will be transferred to the 1961 fund.

Table No. 32

DISTRIBUTION OF ROAD-USER REVENUES AS BETWEEN COUNTIES, CITIES, STATE POLICE AND HIGHWAY COMMISSION

1950 to 1959

Year	Total Revenue (After Deduction of Refunds and Collection Expense)	Amounts Paid During Calendar Year			
		To Counties	To Cities	To State Police	To Highway Commission
1950	$42,508,972.44	$ 7,022,116.21*	$ 3,616,934.59	$ 1,018,332.50	$30,851,589.14
1951	44,363,588.90	7,974,421.62*	4,357,242.74	1,083,749.75	30,948,174.79
1952	47,036,032.88	8,635,326.51*	4,564,568.52	1,149,167.00	32,686,970.85
1953	50,050,521.35	9,262,118.90	4,835,724.03	1,356,573.50	34,596,104.92
1954	50,799,520.93	9,648,873.24	5,003,170.23	1,563,980.00	34,583,497.46
1955	54,595,352.48	10,145,176.33	5,258,840.04	1,617,748.50	37,573,587.61
1956	57,088,259.68	10,797,304.40	5,575,222.85	1,671,517.00	39,044,215.43
1957	56,664,929.32	10,758,505.78	5,748,421.43	1,850,033.25	38,307,968.86
1958	58,277,239.55	11,087,056.50	5,674,880.50	2,028,549.50	39,486,753.05
1959	61,696,783.65	11,442,689.77	6,065,243.62	2,270,990.47	41,917,859.79

* Includes $1,127,597.97 loaned to certain counties in 1949 and 1950 and the repayment of such loans in 1950, 1951 and 1952.

Table No. 33

INCOMES TO HIGHWAY COMMISSION FROM ALL SOURCES (EXCLUDING PROCEEDS OF BOND SALES)

1950 to 1959

Year	Road User Revenues	Other State Sources	Federal Cooperative Funds	Other Cooperative Funds	Total Income
1950	$30,851,589.14	$ 515,840.04	$ 6,586,420.35	$ 364,431.88	$38,318,281.41
1951	30,948,174.79	271,714.66	7,327,746.25	809,904.35	39,357,540.05
1952	32,686,970.85	375,958.70	7,334,398.41	740,141.14	41,137,469.10
1953	34,596,104.92	529,985.98	8,859,076.91	718,947.04	44,704,114.85
1954	34,583,497.46	1,089,877.42	10,028,460.50	595,760.54	46,297,595.92
1955	37,573,587.61	713,294.46	10,708,344.92	1,816,860.64	50,812,087.63
1956	39,044,215.43	450,039.76	14,740,739.80	1,248,663.16	55,483,658.15
1957	38,307,968.86	588,991.59	25,772,629.00	1,607,683.29	66,277,272.74
1958	39,486,753.05	969,213.60	32,091,380.01	2,156,347.96	74,703,694.62
1959	41,917,859.79	1,425,482.44	50,890,030.49	2,193,547.93	96,426,920.65

Table No. 34

DETAILED STATEMENT OF EXPENDITURES FOR MAINTAINING STATE HIGHWAYS DURING THE CURRENT BIENNIUM

July 1, 1958 to June 30, 1960

	Primary Highways	*Secondary Highways*	*Totals*
SURFACE			
Concrete pavement repairs	$ 189,812.15	$ 36,012.05	$ 225,824.20
Asphalt pavement repairs	1,421,986.82	299,502.60	1,721,489.42
Bituminous macadam repairs	1,349,534.90	119,419.45	1,468,954.35
Oiled macadam repairs	2,822,178.56	1,512,320.38	4,334,498.94
Untreated macadam repairs	51,945.71	258,903.65	310,849.36
Base and subbase	6,243.77	13,968.37	20,212.14
Graded or unsurfaced roadway	10,231.51	101,308.14	111,539.65
SHOULDERS			
Blade, patch, re-treat	1,618,127.97	481,883.52	2,100,011.49
Sidewalks, islands, curbs	52,689.94	5,740.99	58,430.93
DRAINAGE			
Ditches	917,345.69	402,506.46	1,319,852.15
Drainage tunnels	44,064.02	2,929.44	46,993.46
Pipes, culverts, siphons, flumes	291,784.55	136,956.11	428,740.66
STRUCTURES			
Box culverts and bridges, less than 20′	66,114.10	34,818.68	100,932.78
Bridges over 20′ in length	739,190.91	289,542.43	1,028,733.34
Guard fences and sight posts	316,084.10	61,882.57	377,966.67
Roadway tunnels	2,382.86	.....	2,382.86
Retaining walls, bulkheads, dikes, etc.	22,862.40	9,620.06	32,482.46
ROADWAY AND RIGHT OF WAY			
Remove weeds, brush and debris	1,062,922.79	388,333.69	1,451,256.48
Noxious weed control	323,744.38	112,115.19	435,859.57
Roadside development and improvements	221,540.34	2,943.99	224,484.33
Slides, roadbed, slopes	906,799.16	174,719.62	1,081,518.78
R/W litter cleanup-servicing litter barrels	258,801.93	46,263.56	305,065.49
R/W fence, markers, mile posts	20,404.58	3,137.87	23,542.45
Erosion control (seeding-mulching)	285.49	141.23	426.72
Mowing	167,855.60	59,756.86	227,612.46
Road approaches	27,829.82	14,501.86	42,331.68
TRAFFIC SERVICE			
Traffic signals	124,349.31	16,161.44	140,510.75
Signs, highway markers	570,111.12	177,960.24	748,071.36
Traffic lines	797,143.57	163,707.61	960,851.18
Snow removal	1,170,306.58	419,232.38	1,589,538.96
Sanding slippery pavement	1,493,538.90	187,855.01	1,681,393.91
Flagging, towing, patrolling, on account of high water	57,689.24	14,420.50	72,109.74
Highway illumination	268,178.89	8,332.23	276,511.12
Operation of highway magnet	10,230.79	3,853.60	14,084.39
Operation of road sweeper	45,515.55	5,936.51	51,452.06
Subtotal	$17,449,828.00	$ 5,566,688.29	$23,016,516.29
Maintenance supervision			$ 893,878.71
Maintenance adjustment account			Cr. 103,548.41
Signing county roads			93,038.29
Total maintenance expenditures			$23,899,884.88

Table No. 35

FEDERAL AID INTERSTATE HIGHWAY SYSTEM

As of September 30, 1960

Route No.	Route Description	Total Route Mileage	Mileage Within Urban Areas	Mileage Within National Forests	Mileage Within Indian Reservations, etc.
1	Portland-California State Line	310.1	22.5	.....	.....
2	Portland-Ontario	376.2	13.6	32.2	20.2
3	Stadium Freeway	3.8	3.8	.....	.....
4	Laurelhurst Freeway	20.9	9.0	.....	.....
5	Salem Spur	3.3	2.1	.....	.....
6	Eugene Spur	2.9	0.3	.....	.....
7	Stanfield-Umatilla	14.7	.....	.....	.....
	Totals	731.9	51.3	32.2	20.2

Table No. 36

FEDERAL AID PRIMARY HIGHWAY SYSTEM

As of September 30, 1960

Federal Route No.	Highway	Total Route Mileage	Mileage Within Urban Areas	Mileage Within National Forests	Mileage Within Indian Reservations, etc.	Net Chargeable Mileage	Mileage Coincident with Interstate System
1	Astoria to Ontario	*487.22	43.77	33.22	20.18	390.95	341.48
2	Oregon Coast	356.60	8.36	43.22	† 0.30	304.72	.....
3	Pacific	316.78	31.80	.....	.....	284.98	168.94
4	The Dalles-California	‡288.05	8.65	42.51	49.98	186.91	.....
5	Eugene-Ontario	380.19	7.88	90.46	.....	281.85	.....
6	Arlington to Dayville	122.73	.....	.....	.....	122.73	.....
7	La Grande to Enterprise	64.81	0.42	.....	.....	64.39	.....
9	Pacific West	114.96	22.38	.....	.....	92.58	0.65
10	Albany-Corvallis	10.56	1.34	.....	.....	9.22	.....
11	Hebo-McMinnville	46.40	0.17	13.48	.....	32.75	.....
12	Sherman	68.61	.....	.....	.....	68.61	.....
14	Coos Bay-Roseburg	76.74	.....	.....	.....	76.74	.....
15	Green Springs	59.82	0.68	1.59	.....	57.55	.....
16	Fremont	158.19	.....	20.50	.....	137.69	.....
17	Redwood	41.58	0.48	0.96	.....	40.14	.....
18	Boardman to Wallula	37.49	.....	.....	.....	37.49	.....
19	Pendleton to Washington State Line	34.14	0.06	.....	1.14	32.94	.....
20	Umpqua	57.21	.....	0.57	.....	56.64	.....
21	Bend to Burns	131.50	1.19	.....	.....	130.31	.....
22	Corvallis-Newport	54.94	1.97	.....	.....	52.97	.....
23	Salmon River	21.80	.....	.....	.....	21.80	.....
24	Portland to Maupin	95.75	5.19	35.82	.....	54.74	.....
25	Siuslaw	66.08	.....	17.55	.....	48.53	.....
26	East Portland-Oregon City	19.56	14.15	.....	.....	5.41	0.99
27	Sunset	65.81	6.38	.....	.....	59.43	.....
28	Cannon Beach Road	20.35	.....	.....	.....	20.35	.....
29	Willamette	86.38	.....	64.42	.....	21.96	.....
30	Pendleton-John Day	121.90	2.25	16.54	.....	103.11	.....
31	Burns to Vale	114.36	.....	.....	.....	114.36	.....
32	Tualatin Valley	42.43	6.35	.....	.....	36.08	.....
34	Boyer-Dolph	5.60	.....	4.90	.....	0.70	.....
35	Tillamook to Banks	51.20	.....	.....	.....	51.20	.....
37	Santiam	100.36	2.56	56.97	.....	40.83	.....
39	Baseline Road	13.08	4.58	.....	.....	8.50	.....
41	82nd Avenue	13.77	7.68	.....	.....	6.09	.....
42	Wilsonville-Hubbard	5.59	.....	.....	.....	5.59	.....
44	Warm Springs	46.50	.....	6.82	27.25	12.43	.....
46	Portland-Salem Freeway	51.34	6.94	.....	¶23.50	20.90	50.62
47	Willamina-Salem	26.09	1.85	.....	.....	24.24	.....
	Totals	3,876.47	187.08	448.63	122.35	3,118.41	562.68

* Includes loop in North Portland and connection to Hood River. Does not include Banfield Freeway
† Cape Perpetua Lighthouse Reserve.
‡ Includes loop to Klamath Falls.
¶ Willamette River to Hayesville, 23.50 miles not chargeable due to prior inclusion in Interstate System.

Table No. 37

FEDERAL AID SECONDARY HIGHWAY SYSTEM

As of September 30, 1960

The mileages given in this table are inclusive of mileages within cities, towns and urban areas.

County	Mileages		
	State System	Local Road System	Total System
Baker	185.2	66.8	252.0
Benton	59.7	78.5	138.2
Clackamas	100.0	145.3	245.3
Clatsop	49.7	69.4	119.1
Columbia	41.9	117.9	159.8
Coos	77.8	108.2	186.0
Crook	108.7	72.4	181.1
Curry	6.3	75.6	81.9
Deschutes	72.0	266.0	338.0
Douglas	144.5	217.6	362.1
Gilliam	49.3	142.2	191.5
Grant	83.4	99.6	183.0
Harney	208.8	177.7	386.5
Hood River	61.9	51.9	113.8
Jackson	163.6	94.9	258.5
Jefferson	27.9	56.9	84.8
Josephine	65.0	71.3	136.3
Klamath	233.8	249.2	483.0
Lake	136.0	102.2	238.2
Lane	142.0	154.5	296.5
Lincoln	71.7	109.2	180.9
Linn	102.2	275.7	377.9
Malheur	236.6	104.2	340.8
Marion	154.4	183.3	337.7
Morrow	138.2	78.7	216.9
Multnomah	29.0	71.5	100.5
Polk	54.2	97.0	151.2
Sherman	46.0	60.4	106.4
Tillamook	18.6	56.4	75.0
Umatilla	179.2	158.3	337.5
Union	115.9	61.5	177.4
Wallowa	86.2	42.2	128.4
Wasco	46.8	181.8	228.6
Washington	70.8	85.3	156.1
Wheeler	61.2	50.2	111.4
Yamhill	77.2	74.4	151.6
Total	3,505.7	4,108.2	7,613.9

Table No. 38

FEDERAL AID URBAN SYSTEM BY CITIES

As of September 30, 1960

Urban Area	*Miles Primary Highways*	*Miles Secondary Highways*	*Urban Area*	*Miles Primary Highways*	*Miles Secondary Highways*
Albany	5.24	0.76	McMinnville	3.45	1.50
Ashland	4.22	.....	Medford	6.69	3.75
Astoria	6.16	1.34	Milwaukie	1.92	1.09
Baker	6.44	3.42	North Bend	2.74	2.31
Bend	4.41	3.21	Oregon City	2.26	2.01
Coos Bay	2.45	2.31	Pendleton	7.28	1.25
Corvallis	7.80	0.23	Portland	120.85	9.99
Eugene	9.77	12.42	Roseburg	2.94	8.20
Grants Pass	7.15	1.31	Salem	8.15	8.11
Hillsboro	2.80	2.98	Springfield	6.52	2.53
Klamath Falls	5.95	4.39	The Dalles	5.01	2.25
La Grande	2.11	0.90			
Lebanon	2.80	1.54	Totals	235.11*	77.80

* Includes 51.83 miles of Interstate Urban.

Table No. 39

OREGON FOREST HIGHWAY SYSTEM

Forest Road No.	State No.	Name	Termini	Length in Miles
1	32)	Three Rivers (10.8 mi.)	Hebo-Boyer	16.4
	Co. Rd.)	(5.6 mi.)		
2	39	Salmon River	Oregon Coast Highway-Polk County Line	15.0
3	9	Oregon Coast	Neskowin-Siletz River	17.6
4	181	Siletz	Oregon Coast Highway-Forest Boundary	6.2
5	9	Oregon Coast	Yaquina Bay-Umpqua River	69.0
6	27	Alsea	Waldport-Benton County Line	27.5
7	34	Siuslaw	Oregon Coast Highway-Blachly	45.1
8	45	Umpqua	Reedsport-Scottsburg	15.5
9	9	Oregon Coast	Douglas County Line-Hauser	8.8
10	9	Oregon Coast	Port Orford-Gold Beach	26.2
11	25	Redwood	O'Brien Schoolhouse-State Line	5.4
12	25	Redwood	Love Station-Summit Hayes Hill	1.9
13	38	Oregon Caves	3 miles west of Forest Boundary to Caves	11.5
14	....	Applegate (county road)	Ruch-Watkins	17.0
15	1	Pacific	Canyonville-Jct. FAS 243 near Azalea	10.1
16	230	Tiller-Trail	Tiller to Trail	26.3
17	22	Crater Lake	Trail-West Crater Lake Park Boundary	43.7
18	22	Crater Lake	South Park Boundary to Sun Mountain Highway	7.7
19	4)	Dalles-California (30.8 mi.)	Crescent to Crater Lake Highway	57.8
	428)	(27.0 mi.)		
21	18	Willamette	Lowell to Dalles-California Highway	73.2
22	15	McKenzie	Blue River to Sisters	51.2
23	16	Santiam	1 mile east of Foster to Sisters	69.2
24	162	North Santiam	Niagara-Santiam Highway	44.6
25	26	Mount Hood	West Forest Boundary to Warm Springs Jct.	15.4
26	44)	Wapinitia (18.9 mi.)	Mt. Hood Highway to 1 mile north of Wapinitia	32.6
	53)	(13.7 mi.)		
27	41	Ochoco	West Forest Boundary to North Forest Boundary	19.6
28	2	Columbia River	West Forest Boundary to East Forest Boundary	26.3
29	19	Fremont	West Forest Boundary to East Forest Boundary	20.4
30	20	Klamath Falls-Lakeview	West Forest Boundary to East Forest Boundary	29.1
31	19	Fremont	3.5 miles south of Valley Falls to 5.4 miles north of Lakeview	13.6
32	321	Heppner-Spray	Mouth of Chapin Creek to John Day Highway	26.2
33	28	Pendleton-John Day	½ mile South of Albee County Road Jct. to Range	30.7
34	28	Pendleton-John Day	Long Creek-South Forest Boundary	20.4
35	48)	John Day-Burns (67.8 mi.)	John Day-Burns	70.4
	7)	(2.6 mi.)		
36	5	John Day	Prairie City-Unity with a spur to Austin	39.2
37	330	Weston-Elgin	McDougall's Camp Road to Summerville Road	23.2
38	11	Enterprise-Lewiston	State Line to South Forest Boundary	29.5
39	350	Little Sheep Creek	West Forest Boundary to Imnaha	8.8
40	413	Halfway-Cornucopia	Cornucopia to Carson	5.0
41	....	Loop-Dalles (county road)	Mt. Hood Highway to East Forest Boundary	15.0
42	53	Warm Springs	Wapinitia Highway to South Forest Boundary	6.9
43	233)	Diamond Lake (23.9 mi.)	Union Creek to Dalles-California Highway via Diamond Lake	38.7
	425)	(14.8 mi.)		
44	261)	Williams Creek (9.3 mi.)	Provolt to Oregon Caves Highway	22.3
	Co. Rd.)	(13.0 mi.)		
45	9	Oregon Coast	North Forest Boundary to South Forest Boundary between Beaver and Hebo	1.1
46	232)	Cascade Lakes (5.3 mi.)	East Forest Boundary near Bend to North Boundary of Crater Lake Park	109.3
	372)	(4.8 mi.)		
	Co. Rd.)	(99.2 mi.)		
47	....	North Umpqua (county road)	Rock Creek to Cascade Lakes Highway	55.8
48	270)	Klamath Lake (3.8 mi.)	Seven Mile Creek to East Forest Boundary, southeast of Odessa Creek	21.8
	Co. Rd.)	—West Side (18.0 mi.)		
49	26	Mount Hood	Mount Hood Post Office to Warm Springs Junction	27.4
50	173	Timberline	Timberline Lodge to Mt. Hood Highway Junction	5.6
51	215	Belknap Springs	Santiam Highway Jct. to McKenzie Highway Jct. near Belknap Springs	21.0
52	341	Ukiah-Hilgard	West Forest Boundary to East Forest Boundary	20.0
53	270	Lake of the Woods	West Forest Boundary to Jct. F.H. 48 near Rocky Point	24.3
			Total mileage on Forest Highway System	1,446.5
			Mileage on State System	1,222.9

Table No. 40

MILEAGES OF PRIMARY STATE HIGHWAYS

As of September 30, 1960

The mileages given in this table are inclusive of mileages within cities and towns.

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surfacing	Unoiled Surfacing	Graded Only	Unimproved
1	Pacific	309.83	34.92	192.48	37.74	.....	.....	24.60	20.09
1E	Pacific East	62.86	17.54	45.32	.....	.....	.....	.....	.....
1W	Pacific West	125.18	48.50	72.30	4.38	.....	.....	.....	.....
2	Columbia River	201.81	0.38	128.50	70.69	1.48	.....	.....	0.76
2W	Columbia River West	97.85	23.91	70.35	3.59	.....	.....	.....	.....
3	Oswego	11.60	9.06	2.54	.....	.....	.....	.....	.....
4	The Dalles-California	286.15	1.90	136.39	73.87	73.99	.....	.....	.....
5	John Day*	279.83	.....	18.58	27.37	232.56	1.32	.....	.....
6	Old Oregon Trail	215.29	1.86	82.16	123.39	7.88	.....	.....	.....
7	Central Oregon	266.28	0.16	141.75	39.75	84.62	.....	.....	.....
8	Oregon-Washington	34.14	.....	6.32	27.82	.....	.....	.....	.....
9	Oregon Coast	371.14	13.00	135.45	103.54	116.93	.....	.....	2.22
10	Wallowa Lake	71.14	0.20	11.38	6.69	52.87	.....	.....	.....
11	Enterprise-Lewiston	43.24	.....	7.95	.....	35.29	.....	.....	.....
12	Baker-Homestead†	77.58	.....	0.24	.....	70.95	6.39	.....	.....
13	Baker-Unity	46.01	0.12	9.09	15.76	21.04	.....	.....	.....
14	Crooked River	42.51	.....	.....	.....	0.89	41.62	.....	.....
15	McKenzie	111.75	0.73	10.42	24.75	75.85	.....	.....	.....
16	Santiam	100.36	.....	30.61	17.87	51.88	.....	.....	.....
17	McKenzie-Bend	18.51	.....	5.04	.....	13.47	.....	.....	.....
18	Willamette	86.38	0.11	55.51	25.50	5.26	.....	.....	.....
19	Fremont	158.19	.....	1.06	50.30	106.83	.....	.....	.....
20	Klamath Falls-Lakeview	96.37	2.34	3.66	55.09	35.28	.....	.....	.....
21	Green Springs	59.82	.....	4.41	13.75	41.66	.....	.....	.....
22	Crater Lake	86.36	15.41	18.78	16.42	35.75	.....	.....	.....
23	Dairy-Bonanza	6.97	.....	.....	.....	6.97	.....	.....	.....
24	Burns-Crane	28.91	.....	.....	.....	28.91	.....	.....	.....
25	Redwood	46.33	0.30	17.38	11.87	14.78	.....	.....	2.00
26	Mt. Hood	103.43	11.32	24.79	23.18	44.14	.....	.....	.....
27	Alsea	58.56	.....	18.75	0.19	39.62	.....	.....	.....
28	Pendleton-John Day	121.90	.....	15.27	27.66	71.96	.....	.....	7.01
29	Tualatin Valley	42.43	19.30	23.13	.....	.....	.....	.....	.....
30	Willamina-Salem	26.09	0.33	17.66	8.10	.....	.....	.....	.....
31	Albany-Corvallis	11.25	10.01	1.24	.....	.....	.....	.....	.....
32	Three Rivers	24.97	.....	.....	.....	24.97	.....	.....	.....
33	Corvallis-Newport	54.94	.....	8.48	18.06	25.72	.....	2.68	.....
34	Siuslaw	66.08	.....	3.64	13.10	49.34	.....	.....	.....
35	Coos Bay-Roseburg	65.08	1.60	15.82	7.32	40.34	.....	.....	.....
36	Pendleton-Cold Springs	30.88	.....	.....	5.22	25.15	0.51	.....	.....
37	Wilson River	51.20	0.22	32.44	3.65	14.89	.....	.....	.....
38	Oregon Caves	19.51	.....	.....	.....	19.51	.....	.....	.....
39	Salmon River	43.23	4.99	28.91	9.33	.....	.....	.....	.....
40	Beaverton-Hillsdale	6.69	1.01	5.68	.....	.....	.....	.....	.....
41	Ochoco	98.39	.....	28.64	3.86	65.89	.....	.....	.....
42	Sherman	68.61	.....	12.13	9.43	47.05	.....	.....	.....
43	Monmouth-Independence	2.35	.....	2.35	.....	.....	.....	.....	.....
44	Wapinitia	26.17	.....	.....	20.66	5.51	.....	.....	.....
45	Umpqua	57.21	0.38	16.39	33.74	6.70	.....	.....	.....
46	Necanicum	22.09	.....	.....	9.39	12.70	.....	.....	.....
47	Sunset	75.18	3.04	54.66	13.77	3.71	.....	.....	.....
48	John Day-Burns	67.78	.....	20.46	9.86	37.46	.....	.....	.....
49	Lakeview-Burns	90.02	.....	.....	.....	90.02	.....	.....	.....
50	Klamath Falls-Malin‡	29.58	0.67	4.32	15.73	8.86	.....	.....	.....
51	Wilsonville-Hubbard	5.59	3.87	1.72	.....	.....	.....	.....	.....
52	Heppner	84.19	.....	0.22	0.20	83.77	.....	.....	.....
53	Warm Springs	60.22	0.10	25.93	23.92	10.27	.....	.....	.....
54	Umatilla-Stanfield	12.58	.....	.....	1.30	11.28	.....	.....	.....
58	Albany-Junction City	32.46	4.43	19.33	8.70	.....	.....	.....	.....
59	Sandy Boulevard	5.51	0.35	5.16	.....	.....	.....	.....	.....
60	Rogue River	14.71	5.51	9.20	.....	.....	.....	.....	.....
	Totals	4,821.27	237.57	1,603.99	1,016.51	1,854.00	49.84	27.28	32.08

* Includes Arlington and Austin Spurs.
† Includes Halfway Spur.
‡ Includes Klamath Falls (Esplanade Spur).

Table No. 41

MILEAGES OF PRIMARY STATE HIGHWAYS BY COUNTIES

As of September 30, 1960

The mileages given in this table are inclusive of mileages within cities and towns.

County	Total Mileage in County	Miles of Different Types of Improvement						
		Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surfacing	Unoiled Surfacing	Graded Only	Unimproved
Baker	214.61	0.61	11.34	74.33	121.94	6.39	.....	.....
Benton	94.73	17.03	46.57	4.71	26.42	.....	.....	.....
Clackamas	79.79	21.02	28.59	27.51	2.67	.....	.....	.....
Clatsop	106.71	17.29	45.79	30.83	12.80	.....	.....	.....
Columbia	52.70	3.78	45.33	3.59	.....	.....	.....	.....
Coos	98.57	4.49	33.30	7.92	52.86	.....	.....	.....
Crook	85.08	.....	15.88	.....	31.46	37.74	.....	.....
Curry	85.46	0.36	34.04	11.30	39.76	.....	.....	.....
Deschutes	200.86	0.63	79.40	50.91	66.04	3.88	.....	.....
Douglas	198.57	9.02	108.15	53.12	28.28	.....	.....	.....
Gilliam	97.63	.....	12.25	24.38	61.00	.....	.....	.....
Grant	197.68	.....	26.42	21.11	141.82	1.32	.....	7.01
Harney	185.59	.....	54.64	18.63	112.32	.....	.....	.....
Hood River	70.11	0.08	27.51	1.05	41.47	.....	.....	.....
Jackson	156.10	18.73	62.36	30.58	35.61	.....	.....	8.82
Jefferson	68.01	.....	9.03	27.18	31.80	.....	.....	.....
Josephine	99.80	5.81	31.09	20.39	34.29	.....	.....	8.22
Klamath	312.29	4.28	103.92	115.07	89.02	.....	.....	.....
Lake	244.47	.....	16.06	63.19	165.22	.....	.....	.....
Lane	296.32	13.28	97.08	53.26	121.39	.....	6.26	5.05
Lincoln	132.51	1.22	36.13	50.54	41.94	.....	2.68	.....
Linn	148.59	17.48	58.39	12.70	47.00	.....	13.02	.....
Malheur	167.17	1.53	69.74	23.87	72.03	.....	.....	.....
Marion	76.68	13.41	63.27	.....	.....	.....	.....	.....
Morrow	105.17	.....	16.61	24.50	64.06	.....	.....	.....
Multnomah	126.76	36.53	78.07	6.08	.....	.....	5.32	0.76
Polk	69.02	5.79	40.61	21.49	1.13	.....	.....	.....
Sherman	63.56	.....	19.07	17.29	27.20	.....	.....	.....
Tillamook	130.53	1.91	40.03	43.04	43.33	.....	.....	2.22
Umatilla	243.46	.....	54.30	110.96	77.69	0.51	.....	.....
Union	75.37	0.20	32.90	17.92	24.35	.....	.....	.....
Wallowa	81.30	.....	17.12	0.37	63.81	.....	.....	.....
Wasco	183.25	0.10	60.23	42.00	80.92	.....	.....	.....
Washington	103.56	8.57	92.16	2.83	.....	.....	.....	.....
Wheeler	98.11	.....	12.76	3.86	81.49	.....	.....	.....
Yamhill	71.15	34.42	23.85	.....	12.88	.....	.....	.....
Totals	4,821.27	237.57	1,603.99	1,016.51	1,854.00	49.84	27.28	32.08

Table No. 42

MILEAGES OF SECONDARY STATE HIGHWAYS BY COUNTIES

As of September 30, 1960

The mileages given in this table are inclusive of mileages within cities and towns.

County	Total Mileage in County	Miles of Different Types of Improvement						
		Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surfacing	Unoiled Surfacing	Graded Only	Unimproved
Baker	67.84	.....	0.15	0.61	33.16	33.92	.....	.....
Benton	28.44	.....	0.13	6.12	18.11	4.08	.....	.....
Clackamas	107.46	2.76	42.17	10.31	52.22	.....	.....	.....
Clatsop	49.67	11.83	8.25	1.92	21.81	.....	.....	5.86
Columbia	41.88	1.06	5.36	7.90	27.56	.....	.....	.....
Coos	55.56	1.24	6.47	1.75	41.99	4.11	.....	.....
Crook	87.31	.....	24.73	.....	46.94	15.64	.....	.....
Curry	6.33	.....	.....	.....	0.13	6.20	.....	.....
Deschutes	53.32	.....	0.56	.....	52.76	.....	.....	.....
Douglas	143.51	9.88	62.49	.....	57.52	13.62	.....	.....
Gilliam	39.59	.....	0.15	.....	39.44	.....	.....	.....
Grant	40.23	.....	.....	.....	40.23	.....	.....	.....
Harney	119.52	.....	.....	.....	45.71	73.81	.....	.....
Hood River	20.65	3.20	0.71	1.34	15.40	.....	.....	.....
Jackson	98.96	.....	26.59	11.41	44.19	16.77	.....	.....
Jefferson	27.94	.....	.....	.....	27.94	.....	.....	.....
Josephine	45.44	.....	3.30	.....	42.14	.....	.....	.....
Klamath	116.97	.....	4.19	.....	106.94	5.84	.....	.....
Lake	45.87	.....	7.04	.....	21.15	17.68	.....	.....
Lane	151.19	9.61	56.83	4.84	53.95	11.13	2.04	12.79
Lincoln	44.98	.....	2.66	5.55	15.02	21.75	.....	.....
Linn	100.47	0.29	22.71	11.32	58.44	.....	.....	7.71
Malheur	238.53	1.28	77.66	22.20	128.35	3.16	.....	5.88
Marion	145.25	1.54	97.74	.....	41.69	.....	4.28	.....
Morrow	73.84	.....	.....	.....	68.23	5.61	.....	.....
Multnomah	54.93	14.84	40.09	.....	.....	.....	.....	.....
Polk	51.74	.....	12.85	1.44	37.45	.....	.....	.....
Sherman	45.95	.....	.....	.....	45.95	.....	.....	.....
Tillamook	18.59	1.29	0.10	.....	7.69	9.51	.....	.....
Umatilla	125.86	.....	10.23	0.41	96.96	5.16	13.10	.....
Union	115.91	.....	1.61	10.67	96.44	6.49	.....	0.70
Wallowa	36.59	.....	8.21	.....	6.94	21.44	.....	.....
Wasco	48.07	.....	15.98	.....	17.16	14.93	.....	.....
Washington	75.72	0.25	20.36	0.28	46.53	.....	.....	8.30
Wheeler	61.11	.....	.....	.....	0.62	60.49	.....	.....
Yamhill	76.96	4.37	15.48	4.49	52.62	.....	.....	.....
Totals	2,662.18	63.44	574.80	102.56	1,509.38	351.34	19.42	41.24

Table No. 43

MILEAGES OF SECONDARY STATE HIGHWAYS

The mileages given in this table are inclusive of mileages within cities and towns.

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surfacing	Unoiled Surfacing	Graded Only	Unimproved
102	Nehalem	84.87	11.13	25.48	8.29	39.97	.....	.....	.....
103	Fishhawk Falls	5.86	.....	.....	.....	.....	.....	.....	5.86
104	Fort Stevens	4.53	1.76	2.41	0.36	.....	.....	.....	.....
105	Warrenton	1.55	.....	.....	1.17	0.38	.....	.....	.....
110	Mist-Clatskanie	11.89	.....	0.12	.....	11.77	.....	.....	.....
120	Swift	2.94	1.92	1.02	.....	.....	.....	.....	.....
122	Vancouver Avenue	0.50	0.50	.....	.....	.....	.....	.....	.....
123	Northeast Portland	18.74	6.64	12.10	.....	.....	.....	.....	.....
124	Sundial	1.56	.....	1.56	.....	.....	.....	.....	.....
125	Crown Point	23.96	.....	23.96	.....	.....	.....	.....	.....
130	Little Nestucca	9.51	.....	.....	.....	.....	9.51	.....	.....
131	Netarts	9.08	1.29	0.10	.....	7.69	.....	.....	.....
140	Hillsboro-Silverton	51.67	0.35	37.67	.....	13.65	.....	.....	.....
141	Beaverton-Tualatin	12.96	.....	1.48	.....	11.48	.....	.....	.....
142	Farmington	9.92	.....	0.44	.....	9.48	.....	.....	.....
143	Scholls	12.40	.....	.....	0.28	12.12	.....	.....	.....
144	Beaverton-Tigard	8.30	.....	.....	.....	.....	.....	.....	8.30
150	Salem-Dayton	20.90	0.03	0.75	.....	20.12	.....	.....	.....
151	Yamhill-Newberg	11.55	0.57	3.76	.....	7.22	.....	.....	.....
152	Three Mile Lane	7.85	0.30	3.34	.....	4.21	.....	.....	.....
153	Bellevue-Hopewell	14.49	.....	.....	.....	14.49	.....	.....	.....
154	Lafayette	6.36	.....	.....	0.52	5.84	.....	.....	.....
155	Amity-Dayton	9.38	2.42	.....	.....	6.96	.....	.....	.....
156	McMinnville	1.80	1.05	0.75	.....	.....	.....	.....	.....
157	Willamina-Sheridan	8.51	.....	3.10	5.41	.....	.....	.....	.....
160	Cascade	44.56	7.82	20.66	.....	16.08	.....	.....	.....
161	Woodburn-Estacada	33.51	0.63	4.66	4.82	23.40	.....	.....	.....
162	North Santiam	81.74	.....	45.95	.....	31.51	.....	4.28	.....
163	Silver Creek Falls	40.92	0.85	11.69	.....	28.38	.....	.....	.....
164	Jefferson	8.39	0.55	7.84	.....	.....	.....	.....	.....
170	Canby-Marquam	8.02	0.22	.....	.....	7.80	.....	.....	.....
171	Clackamas	25.29	0.10	23.56	.....	1.63	.....	.....	.....
172	Eagle Creek-Sandy	5.94	.....	.....	.....	5.94	.....	.....	.....
173	Timberline	5.49	.....	.....	5.49	.....	.....	.....	.....
180	Eddyville-Blodgett	19.29	.....	.....	.....	7.57	11.72	.....	.....
181	Siletz	31.70	.....	1.91	5.55	14.21	10.03	.....	.....
182	Otter Rock	0.75	.....	0.75	.....	.....	.....	.....	.....
189	Dallas-Rickreall	4.67	.....	4.67	.....	.....	.....	.....	.....
191	Kings Valley	28.06	.....	3.01	6.12	18.93	.....	.....	.....
192	Dolph Corner-Dallas	2.89	.....	.....	.....	2.89	.....	.....	.....
193	Independence	6.42	.....	3.45	.....	2.97	.....	.....	.....
194	Monmouth	7.56	.....	0.36	.....	7.20	.....	.....	.....
200	Territorial	45.89	.....	22.73	.....	14.21	8.95	.....	.....
201	Alsea-Deadwood	9.69	.....	.....	.....	5.61	4.08	.....	.....
210	Corvallis-Eastside	10.19	.....	0.89	.....	9.30	.....	.....	.....
211	Albany-Lyons	24.41	.....	10.70	11.32	2.39	.....	.....	.....
212	Halsey-Sweet Home	21.50	.....	9.33	.....	12.17	.....	.....	.....
213	Mehama-Mill City	8.97	0.10	0.43	.....	8.44	.....	.....	.....
215	Clear Lake-Belknap Springs	20.72	.....	.....	.....	11.07	.....	.....	9.65
220	Mapleton-Eugene	45.61	.....	5.71	4.84	27.93	7.13	.....	.....
222	Springfield-Creswell	14.88	0.14	3.03	.....	8.08	.....	.....	3.63
223	Junction City-Eugene	13.65	0.70	12.95	.....	.....	.....	.....	.....
225	McVay	1.56	.....	1.56	.....	.....	.....	.....	.....
226	Goshen-Divide	19.91	8.77	11.14	.....	.....	.....	.....	.....
227	Eugene-Springfield	8.06	.....	.....	.....	.....	.....	2.04	6.02
228	Springfield	1.20	.....	.....	.....	.....	.....	.....	1.20
230	Tiller-Trail	52.81	.....	8.38	11.11	33.32	.....	.....	.....
231	Elkton-Sutherlin	27.73	.....	11.72	.....	7.34	8.67	.....	.....
232	Crater Lake North	5.29	.....	0.29	.....	5.00	.....	.....	.....
233	West Diamond Lake	23.89	.....	13.23	.....	10.66	.....	.....	.....
234	Oakland-Shady	22.26	9.88	12.38	.....	.....	.....	.....	.....
235	Dillard	8.51	.....	8.51	.....	.....	.....	.....	.....
236	Drain-Yoncalla	8.06	.....	8.06	.....	.....	.....	.....	.....
237	Myrtle Creek	5.72	.....	5.72	.....	.....	.....	.....	.....
240	Cape Arago	14.21	0.22	1.78	.....	12.21	.....	.....	.....
241	Coos River	19.15	0.74	3.94	1.75	8.61	4.11	.....	.....
242	Powers	18.62	0.28	.....	.....	18.34	.....	.....	.....
243	Empire-Coos Bay	3.58	.....	0.75	.....	2.83	.....	.....	.....
250	Cape Blanco	5.54	.....	.....	.....	.....	5.54	.....	.....

Table No. 43—Continued

MILEAGES OF SECONDARY STATE HIGHWAYS

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surfacing	Unoiled Surfacing	Graded Only	Unimproved
251	Port Orford	0.79				0.13	0.66		
260	Rogue River Loop	22.34		3.30		19.04			
261	Williams	23.09				23.09			
270	Lake of the Woods	67.62		0.64	0.30	44.07	22.61		
271	Sams Valley	18.40		2.76		15.64			
272	Medford-Provolt	25.11		10.85		14.26			
273	Siskiyou	6.89		6.89					
281	Hood River	17.28	2.42	0.71	1.34	12.81			
282	Odell	3.37	0.78			2.59			
290	Sherars Bridge	28.44				28.44			
291	Shankio-Fossil	43.23				8.73	34.50		
292	Mosier-The Dalles	16.71		15.98		0.73			
300	Wasco-Heppner	83.89		0.15		83.74			
301	Fulton Canyon-Wasco	10.76				10.76			
320	Lexington-Echo	39.49				39.49			
321	Heppner-Spray	40.96				19.09	21.87		
330	Weston-Elgin	40.84		2.50		38.34			
331	Umatilla Mission	4.79					4.79		
332	Sunnyside-Umapine	7.18				7.18			
333	Hermiston	17.93		1.28		16.65			
334	Athena-Holdman	16.23		0.19		16.04			
335	Havana-Helix	9.79		1.00		8.79			
338	Ordnance Depot	0.41			0.41				
339	Freewater	5.26		5.26					
340	Medical Springs	42.57				42.57			
341	Ukiah-Hilgard	47.38				26.72	6.86	13.10	0.70
342	Cove	22.09				22.09			
343	La Grande-North Powder	27.97		1.61	11.28	15.08			
350	Little Sheep Creek	29.65		8.21			21.44		
351	Joseph-Wallowa Lake	6.94				6.94			
360	Madras-Prineville	26.28				26.28			
361	Culver	11.64				11.64			
370	O'Neil	17.67				17.67			
371	Powell Butte	18.02				18.02			
372	Century Drive	11.60		0.56		11.04			
373	Cline Falls	10.32				10.32			
374	Tumalo-Deschutes	3.85				3.85			
375	Redmond-Bend	13.26				13.26			
380	Paulina	55.93		24.73		15.56	15.64		
390	Service Creek-Mitchell	24.69				0.03	24.66		
401	Beech Creek	5.35				5.35			
402	Kimberly-Long Creek	34.88				34.88			
410	Sumpter Valley	22.60		0.15		6.83	15.62		
411	Haines-Anthony	12.60					12.60		
413	Halfway-Cornucopia	11.45				5.75	5.70		
414	Pine Creek	0.91				0.91			
420	Midland	5.69		3.55		2.14			
422	Chiloquin	9.70				9.70			
423	Lower Klamath	7.02				7.02			
425	E. Diamond Lake	14.81				14.81			
426	Hatfield	2.42				2.42			
427	Modoc Point	12.89				12.89			
428	Sun Mountain	27.00				27.00			
429	Crescent Lake	2.39				2.39			
431	Warner	45.87		7.04		21.15	17.68		
440	Frenchglen	60.22				13.07	47.15		
441	Diamond	26.66					26.66		
442	Crane-Scotts Butte	63.42				63.42			
450	Nyssa-Adrian	22.24		12.09		10.15			
451	Vale-West	10.39		0.04		10.35			
452	Adrian-Parma	2.75				2.75			
453	Adrian-Arena Valley	3.19				2.26	0.93		
454	Adrian-Caldwell	5.09				2.86	2.23		
455	Olds Ferry-Ontario*	36.84	1.28	11.52	19.58	4.46			
456	I.O.N.	116.83		54.01	2.62	54.32			5.88
458	Jordan Valley	10.42				10.42			
	Totals	2,662.18	63.44	574.80	102.56	1,509.38	351.34	19.42	41.24

* Includes Weiser, Payette and Ontario Spurs.

Table No. 44

MILEAGES OF COUNTY AND OTHER LOCAL ROADS

As of December 31, 1959

County road mileages include urban extensions in the county system.

Class of Roads and County	Total Mileage	Miles of Different Types of Improvement: Concrete and Bituminous Pavement	Rock Surfacing	Open For Travel But Not Surfaced
County Roads				
Baker	886.4	23.6	545.9	316.9
Benton	465.0	121.8	286.3	56.9
Clackamas	1,404.1	727.0	645.6	31.5
Clatsop	226.9	153.5	68.6	4.8
Columbia	500.9	205.4	285.9	9.6
Coos	592.7	207.4	296.5	88.8
Crook	589.0	68.8	271.7	248.5
Curry	189.6	27.6	156.9	5.1
Deschutes	646.9	296.3	85.1	265.5
Douglas	1,011.4	346.5	638.8	26.1
Gilliam	477.9	52.4	300.4	125.1
Grant	501.5	6.5	230.5	264.5
Harney	927.8	1.8	493.4	432.6
Hood River	196.3	65.7	103.2	27.4
Jackson	921.2	387.7	435.0	98.5
Jefferson	571.4	39.7	358.0	173.7
Josephine	385.3	179.0	204.5	1.8
Klamath	795.7	366.3	240.9	188.5
Lake	818.2	26.6	477.3	314.3
Lane	1,307.4	427.5	862.2	17.7
Lincoln	378.4	47.6	264.8	66.0
Linn	1,120.0	311.3	783.5	25.2
Malheur	2,170.4	91.0	1,003.9	1,075.5
Marion	1,156.2	610.0	538.5	7.7
Morrow	1,015.4	98.8	536.9	379.7
Multnomah	768.7	696.1	54.9	17.7
Polk	519.6	108.0	397.8	13.8
Sherman	479.0	30.0	334.6	114.4
Tillamook	287.6	165.6	119.5	2.5
Umatilla	1,591.4	293.3	744.0	554.1
Union	587.5	59.2	372.8	155.5
Wallowa	654.2	14.6	380.0	259.6
Wasco	770.5	92.0	475.9	202.6
Washington	1,051.5	519.9	511.8	19.8
Wheeler	258.0	7.4	175.6	75.0
Yamhill	732.9	120.9	568.8	43.2
Total, County Roads	26,956.9	6,996.8	14,250.0	5,710.1
National forest roads	18,372.5	113.4	5,968.3	12,290.8
National park roads	218.3	82.4	0.9	135.0
BLM roads	3,061.7	35.1	1,627.6	1,399.0
Military reservation roads	10.0	6.2	3.8	.....
Indian reservation roads	1,179.4	3.9	138.0	1,037.5
Miscellaneous Federal roads	52.9	12.6	39.3	1.0
Nonhighway city streets	4,697.8	2,656.9	1,419.9	621.0
Public roads	6,533.5	254.0	2,030.2	4,249.3
Totals, all roads other than state highways	61,083.0	10,161.3	25,478.0	25,443.7

Table No. 45

SPECIAL SERVICES COMPENSATION

Statement published in accordance with the requirements of ORS 291.570 showing payments for special services by the State Highway Department during the biennial period July 1, 1958 to June 30, 1960.

Name and Address	*Nature of Service*	*Amount*
Alvin, Walter R., Salem	Fee appraisals, witness fees	$ 300.00
Ambrose, A. N., Portland	Fee appraisals	1,026.00
Anderson, Philo H., Baker	Fee appraisals	2,839.59
Aschenbrenner, Lawrence A., Grants Pass	Attorney and Guardian ad litem	120.00
Bartlett, Frank A., Portland	Engineering services	475.00
Berry & Thomas, La Grande	Fee appraisals	450.00
Blakeslee-Brady Co., Portland	Fee appraisals	785.00
Brewster, Scholz & Burnett, Portland	Fee appraisals	14,450.00
Brooke, R. E., Ontario	Fee appraisals	150.00
Brown, Campbell, The Dalles	Special witness	376.44
Burt, Allen, Portland	Fee appraisals	200.00
Burt, C. B., Gresham	Fee appraisals	150.00
Castle Real Estate, Lake Grove	Fee appraisals	300.00
Chilcote, R. B. & E. M., Klamath Falls	Fee appraisals	4,491.00
Christy Realty, Portland	Fee appraisals	1,488.00
Coates, Edwin C., Grants Pass	Fee appraisals, court testimony	2,802.50
Colwell, Elmer T., Portland	Fee appraisals	225.00
Conley, J. N., Portland	Consulting engineer	100.00
Coppock, Ross H., Salem	Fee appraisals	115.00
Cougill, Hanson & Glass, Eugene	Fee appraisals	6,990.00
Courtney, Eugene, The Dalles	Fee appraisals	55.00
Cozad, R. W., Bend	Fee appraisals	331.00
Delano Studios, Portland	Expert witness	25.00
Dryer, H. A. & Co., Portland	Fee appraisals, court testimony	3,705.00
Ek, E. W., Portland	Fee appraisals	4,835.00
English, Don W., Portland	Fee appraisals	25.00
Felthouse, W. W., Walla Walla, Wn.	Fee appraisals	1,963.95
Fisher, Ron, Klamath Falls	Fee appraisals, preparation and court testimony	920.00
Ford, A. D., Portland	Fee appraisals	100.00
Gainer, Merwin O., Portland	Fee appraisals	1,695.00
Geiser, Peter, Salem	Fee appraisals	100.00
General Appraisal Co., Portland	Fee appraisals	3,902.31
Glore, Ken, Ontario	Fee appraisals	100.00
Goldy, Mark, Medford	Fee appraisals	3,590.00
Harrington-Cortelyou, Kansas City, Missouri	Consulting engineers	716.79
Harris, E. Lynn, Eugene	Fee appraisals, preparation and court testimony	7,385.00
Hart, Rockwood, Davies, Biggs & Strayer, Portland	Legal counsel	115.00
Henry, Ernset E., Portland	Fee appraisals, preparation and court testimony	6,887.00
Herring, John Jr., McMinnville	Fee appraisals	100.00
Hewitt, A. L., Portland	Fee appraisals	50.00
Holbrook-Walstrom, Portland	Fee appraisals, preparation and court testimony	30,169.00
Ingle, Hugh C., Medford	Engineering services	278.00
Jersey, John L., Portland	Court testimony	100.00
Kelsey, E. J., Redmond	Fee appraisals	163.16
Kent, Calvin B., Salem	Fee appraisals	825.00
Kolberg, E. F., Portland	Fee appraisals	47,626.50
Kudrna, Donald J., Ontario	Fee appraisals	1,280.50

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SPECIAL SERVICES COMPENSATION

Name and Address	*Nature of Service*	*Amount*
Laidlaw, W. R., Portland	Fee appraisals	1,139.50
Landon, Ray, Salem	Fee appraisals	128.00
Larson, A. A., Salem	Appraisals and witness	100.00
Lee, Arthur L., Portland	Fee appraisals	1,765.00
Lennard, Thomas E., Portland	Sign appraising	25.00
Loveless, Robert W., Grants Pass	Fee appraisals	175.00
Lucas, Fred, Madras	Expert witness	1,351.50
Lusk, Paul B., Portland	Fee appraisals	25.00
Mackin, J. Hoover, Seattle, Wn.	Geologist	917.42
Mann, R. B., Constr. Co., Redmond	Fee appraisals	150.00
McReynolds, A. D., Eugene	Forestry consultant	272.00
Meyer, Harold F., Forest Grove	Fee appraisals	18,950.00
Moffatt, Nichol & Taylor, Portland	Consulting engineers	500.00
Myers, Bert, Portland	Fee appraisals	580.00
Newell, Robert S., Portland	Fee appraisals	885.00
Nordlander, Kelley & Luck, Portland	Consulting engineers	1,846.00
O'Neil, C. R., Creswell	Witness fees	125.75
Pattee, Jack, Portland	Fee appraisals	765.00
Peoples, Don H., Bend	Fee appraisals, witness fees	552.46
Peters, Wm. A., Portland	Witness fees	61.50
Peterson, Jens, Grants Pass	Fee appraisals	25.00
Plummer, Norman, Portland	Fee appraisals	1,300.00
Porter, Horace, Portland	Fee appraisals	4,325.00
Rainbow Construction Co., Salem	Fee appraisals	50.00
Rawlins, Chester & Fred, Salem	Fee appraisals, preparation and court testimony	655.00
Rodman & Urey, Eugene	Fee appraisals, preparation and court testimony	35,157.50
Rogers Construction Co., Portland	Witness fees	100.00
Roseburg Realty Co., Roseburg	Fee appraisals	1,631.00
Schee, Raymond, Prineville	Fee appraisals	57.65
Schmidt, M. L., Tillamook	Fee appraisals	200.00
Shockley, Oscar L., Springfield	Fee appraisals	250.00
Smith, H. G., Salem	Consulting engineer	350.00
Smith, Exford W., Baker	Fee appraisals	430.25
Steward, W. A., Baker	Fee appraisals, preparation and court testimony	946.62
Stubblefield, L. P., Eugene	Fee appraisals, preparation and court testimony	350.00
Sundquist, Roy H., Portland	Expert witness	50.00
Taylor, Hap., Bend	Fee appraisals	112.60
Thomas, W. S., La Grande	Fee appraisals	140.00
Todd, Roy, Salem	Fee appraisals	149.00
Tollefson, Roger, Toledo	Consulting biologist	68.00
Tree Farm Management Service, Inc., Eugene	Fee appraisals	500.42
Tripp & Tripp, Albany	Fee appraisals	175.00
Trowbridge, Carl E., Portland	Appraisals, preparation and court testimony	3,937.50
U. S. Appraisal Co., Seattle, Wn.	Fee appraisals	6,256.70
Valentine, Ralph R., Salem	Preparation and court testimony	230.00
Vandagrift-Leever-Whalen Realty, Medford	Fee appraisals, preparation and court testimony	7,907.50
Watters, T. B., Klamath Falls	Fee appraisals	25.00
Wievesiek & Tripp, Oregon City	Fee appraisals, preparation and court testimony	3,040.00
Woodward, Draper & Stepp, Portland	Appraisals, preparation and court testimony	58,260.50
Young, F. T., Portland	Consulting engineer	50.00